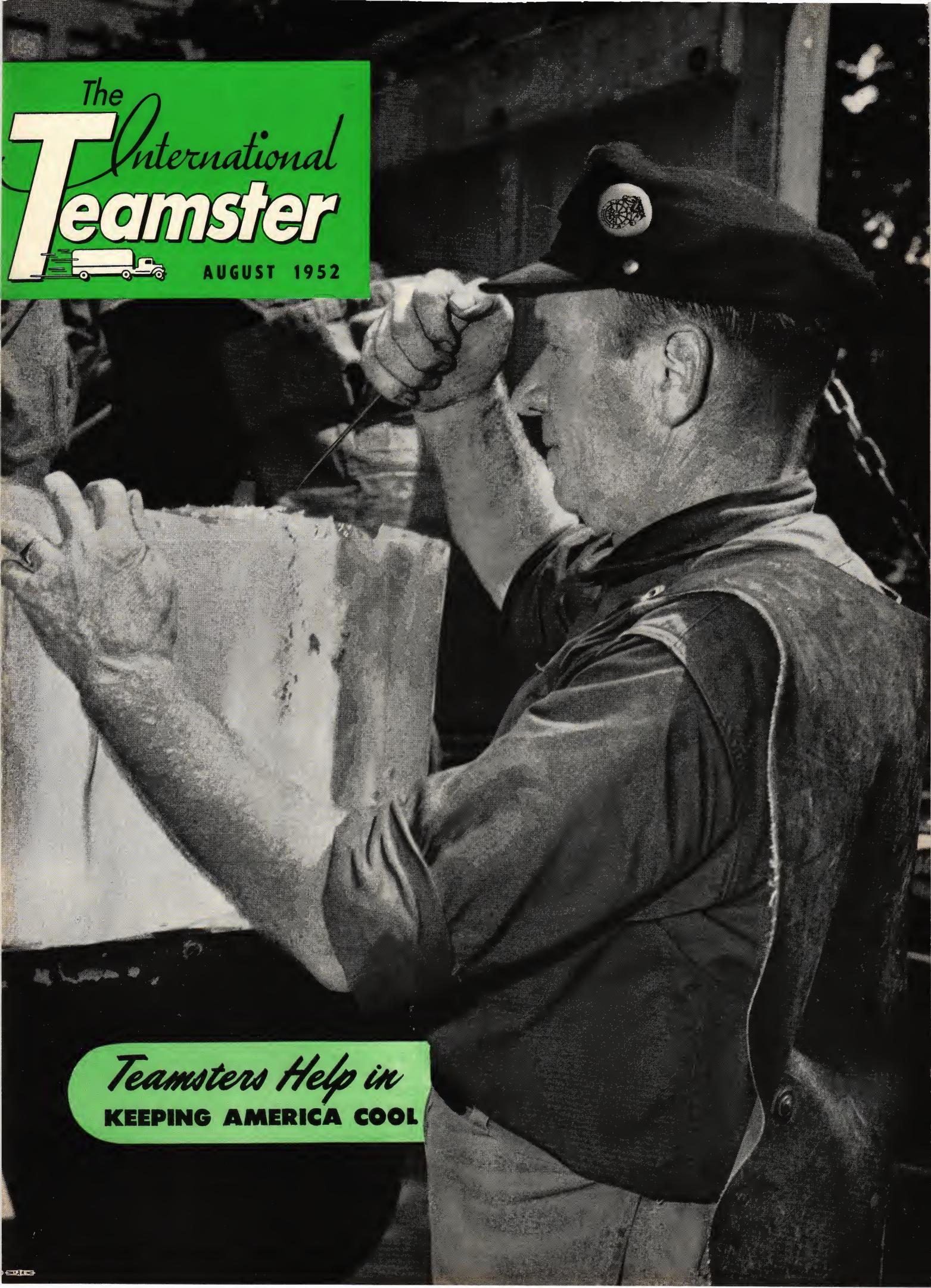


The International Teamster



AUGUST 1952



Teamsters Help in
KEEPING AMERICA COOL

FIFTY YEARS AGO IN OUR MAGAZINE

(From Teamsters' Magazine, August, 1902)

ALL IN PARADE

Burlington, Vt.—Brother John Smith, secretary, Local Union No. 428, reports everything in his union as going along nicely at this time. He says Vermont is the slowest state in the Union but he thinks it is now beginning to wake up, and especially in and around Burlington. They have formed within the last five months the following-named unions: Carpenters, Masons, Painters, Plumbers, Printers, and Teamsters. The Retail Clerks will organize next week and by September 1 over 1,500 men and women will be enrolled on the books of organized labor; furthermore, the first Labor Day parade in Vermont will witness every one of the 1,500 in the line of march.

NO "BALKY DRIVER"

Santa Rosa, Calif.—As the brothers have elected me correspondent for our local I will make a start to show that I am not a "balky driver." We organized our union with 35 members and now have 70 faithful workers. We have many kickers, but like all good drivers, we will put on the kicking straps so as to be on the safe side, and then give them our new schedule, which we have tried to shape so as to be fair to both sides. We only ask a small advance in our wages.



As Sonoma County has for a number of years been considered the lowest-wage county in California, to some of those old mossbacks who have been paying only \$15 and \$20 per month and board, our schedule may seem a big pill to swallow at first, but it must go down; they will have to take their medicine so we will give it to them in small doses at first, enlarging the dose until we get a fair and living price for our labor. New members are coming in at every meeting. Our worst fight will be in the transfer line, as one firm which has too many

teams to join us has published its intention of putting a runner on every train to collect checks and baggage, aiming to close out small transfer lines and expressmen, but he may find a link out of his chain of ideas, as most of our drummers are union men; most of our business men in this little city of roses can see through a barn if the door is only open, and will not stand in their own light long, so we hope to soon have most of them signed in our favor; and as our union is growing every day, we feel our strength growing as well as our wages.

MAN OF ACTION

Des Moines, Iowa—Owing to considerable difficulty existing here between Local Union No. 90 and the Capitol City Brick Co., we requested the International to send an officer to help us settle it. Fourth Vice President E. E. Tanner arrived here July 11 and went right to work to straighten out affairs. At our regular meeting July 12, after several brothers had aired their grievances and our former business agent, Brother Krebo, had given a history of the difficulty with the brick company, also our present business agent, Brother O'Connel, had given his view, Tanner rolled up his sleeves and waded into No. 90, telling them that it was not so much of a fight with the Capitol Brick Co. as it was between the members of the union. He said there are two factions of No. 90, and now first of all you must get together and work as one if you expect to accomplish anything for the betterment of your conditions. You cannot fight this company, or any other, successfully unless you follow out these instructions. We held our meeting open until midnight, when we adjourned to meet again at 5 o'clock Sunday, p. m. At the Sunday meeting Brother Tanner captured the hearts of the boys when he told them what to do in order to win the fight. While riding over the city taking in the sights, he told me that he was no "respecter of persons" when sent to do his duty; that no difference whom it hurts, he was going to say and do what he thought was right. I am personally glad that the International has such men at its command as Brother Tanner, providing the others are such, men who are willing to go and do their duty regardless of consequences. They may be wrong in some of their opinions but the spirit manifested and the interest

shown in transacting the greatest amount of good in the shortest possible time, thereby reducing the expense to the International Union, is worthy of imitation. We are trying to harmonize our forces even if we have to clean house. For myself, I would rather resign the presidency if it would add to the harmony of the union, and I think any other officer having the good of the union at heart would do the same if we have cause for such action.

DEMAND THE LABEL

Washington, D. C.—In order to make it apparent to the public that a driver recently arrested on the charge of stealing bread, and who forfeited \$10 collateral, was not a member of the union, No. 33 adopted the following resolution, offered by Brother Otto Jorg:

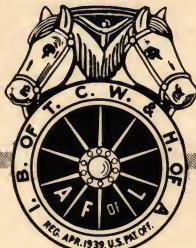
"Whereas, a short while ago a non-union bakers' driver forfeited \$10 collateral after being arrested on the charge of stealing bread from a union driver, we desire to express our appreciation of the vigilance and faithful discharge of duty by a member of the Metropolitan Police Force: Therefore be it



"Resolved, That we, the members of Bakery Drivers' Union No. 33, forward to Major Sylvester the sum of \$5, to be turned over to the Police Relief Fund."

Sometimes we hear members say they cannot defend their union and its principles when attacked "because they are not 'talkers,'" and express their inability to help the union in any way because of the same fact. Don't be discouraged; there is an easy and practical way in which you can assist and defend. Demand the union label of your own and every other craft and you will be doing more for the cause than many fluent talkers combined, no matter how eloquent they may be.

The International Teamster



DANIEL J. TOBIN • Editor

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AUGUST, 1952

No. 8

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Register and Vote

With election day only three months away, everyone eligible to vote should be certain that he is registered. In August more than a dozen states have deadlines on registration. Other states permit registration on up to election day and in many states the deadline for registration is past.

This will be a critical year for labor at the ballot box. Of first importance is, of course, Congress. The Senators who came into office in 1946 are up for re-election. Some of these are supporters of Taft-Hartley. There is no use for laboring people to complain about Congress or the Government if they do not take the time to register and vote. Laboring people are vitally affected by politics. Organized labor can have an important effect on politics, but only if trade unionists get out and register 100 per cent and then vote 100 per cent.

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Timely Remarks

by DANIEL J. TOBIN

Opening Day Thoughts

(Written on the first day of the GOP Convention.)

I watched television last night and listened closely to the Republican Convention. The nominee of the Republican Party for President of the United States will be General Eisenhower. As far as I am concerned, personally, I like Eisenhower. He is a humble man who came up from the bottom of the ladder to be one of the great, guiding geniuses of modern warfare.

He is a good soldier, trained at West Point. He entered West Point from high school, after winning a scholarship to that institution. In all his life, he has never done anything but fight the warfare of Justice and Freedom. As far as I can find out, he knows very little about business. Why should he? All any man can do is get to the top in his own profession, no matter what it is, and do so honestly and fearlessly.

With the several million we had in uniform in the last war, Eisenhower is strong and popular. General Pershing led the First World War and he was also a West Point man and a great soldier, but he had one weakness—he had no personality. He couldn't laugh and smile and shake the hand of a private. Wellington, from England, defeated Napoleon, but he was not half as popular, because he did not have what we define as the "human touch." The story is entirely different with Eisenhower. He can laugh and talk and tell stories after a battle, or even in the midst of a serious battle and by so doing, fill his men, who respect him, with courage and determination to "carry on." He is going to be one of the most difficult candidates the Republicans have nominated since the days of Teddy Roosevelt for the Democrats to defeat if they do so.

I again repeat, I am not sure how good a Presi-

dent of the United States he would be. He has said very little about labor. The platform on which he stands, as drafted by the Republican Party in Chicago, or at least, on which he is supposed to stand and carry out and advocate, does not promise very much to labor.

I served as a delegate to the Democratic Convention more than once. I know how we fought to get something in the platform, friendly to labor, but after all our work in the convention, the platform was mostly forgotten when the men who pledged themselves to carry it out were returned to office. So it is with the platform of the Republican Party. I have lost confidence in the leaders of both parties, so far as carrying out the pledges to labor contained in their platform. That's why I did not go along with the "tops" in Washington in recent years.

Eisenhower will be a difficult man to defeat. Taft could be defeated because of the Taft-Hartley Law which he fathered. Personally, I believe I could go to Taft—which I have not done and which I will not do—and get more from him in the line of helpful amendments to the Taft-Hartley Law, than I could get from many of the Democrats, from the top down, whom I supported and for whom I helped to solicit contributions toward paying the expenses of their campaign.

As I have said in the columns of the JOURNAL, I have nearly all my lifetime voted for progressive Democrats, from the days of William Jennings Bryan along to Woodrow Wilson in 1912, and then following up with Franklin Delano Roosevelt. Those men believed in carrying out their promises. I am sorry that I have to say that promises made to labor, in recent years, have not been seriously considered, after the election. I know that the Democratic Party—the supposed friends of labor in the North, not in the South—has considerable opposition. I also know that the men in that party have come out and promised this and that to labor. And, I also know that they sit back and laugh during the cocktail hour and boast of how they made certain promises to appease the men of labor, but then cover themselves up by saying to their associates: "I have done my share—now you go and use your own judgment." That is the policy being followed today, and that is the reason men and women of labor have been injured by both the Republicans and the Democrats.

Well, of course, you are going to ask: "Where do we go from here? What are we going to do?" I know what I am going to do. I will cast my vote

for the platform and party that pledges sincerely to help the toilers, but, unless I change my mind as of this writing, I will not go out and go down on my knees, as I have in the past, and beg men and women to vote for this party or that party. They have given me no assurance during the last six years that they really mean what they say. How would it look to you men and women of labor, to you my fellow trade unionists in the International, if I started a movement before the General Executive Board and advocated a separate policy and did not get one member of my Board to go along with me? How would it look to you? You would have a right to feel I didn't mean what I was advocating or else that I made no effort to get my suggestions adopted by my Board.

Well, you can look in at the Cabinet. You can look in on a Democratic Congress and you will find out that most of the propositions or suggestions of progressive legislation that have been recommended by the President of the United States have been either ignored, set aside, or amended to such an extent that they amounted to nothing. I am now talking about legislation pertaining to the labor movement of our nation. Sincerity means more to me than anything else, except honesty. Again I repeat, we must go along, do the best we can. Back our own decent men, no matter what Party they belong to, who pledge themselves to labor and confine our efforts to elect men to office who will not betray labor, when they get into office. That is the policy we must pursue and not the Party, because the Party can be right in the North and Midwest and be as bad as hornets in the South.

After all, labor is getting exactly what it deserves. Labor is divided. The top men of labor are to blame. The rank and file want unity. The craving of office and for the public eye by the so-called leaders in the labor movement who have been placed in those positions by the rank and file is the cause of the division in labor. If labor were united as it should be, those twelve or thirteen million men and women of labor would not have to go down on their knees and beg for just laws to which they are entitled.

There is no one to blame, I repeat, for the condition in which we are today, sadly and badly divided, except the men of labor. The people who are looking to us—our great memberships—want unity in the ranks of organized labor.

Big business and both political parties, on the other hand, want us to remain divided and fighting

among ourselves, so they can use one side against the other.

Of course, labor is making some progress. We are gaining in dollars and cents and better working conditions for the workers. But we could go farther much faster if we had one organized labor movement in America.

Well, somebody is sure to read this and say, "What are you going to do about it?"

That is a natural question. I am going to fight for unity, and I am going to bring this matter to our convention. I am going to offer to make any sacrifice, even to resigning my office, if it would be helpful in bringing about unity in the labor movement. I am going to do these things, because I know that until we have unity, we will not get the just laws to which the multitudes of men and women of organized and unorganized labor are entitled.

And, it is possible we may get worse laws. The enemies of labor may consider taking over our local and national treasuries by taxation. There is gossip in the cloakrooms and at the five o'clock "high-ball gatherings" on that subject. Perhaps such drastic action would bring labor unity. But then it may be too late.

Truly, the names of those responsible for labor division will be dark blotches on the pages of history for years to come.

The Battle Line Is Drawn

(Written after the GOP Convention ended.)

I advised you on another page that I believed Eisenhower would get the nomination. I also advised that while he was a great soldier and had the confidence of the men and women who served under him, I did not know and could not guess how good he would be for labor. He has been nominated by the Republicans, on their platform, and should observe the rules of the platform. This platform, as I have read it, has not promised a great deal to labor.

They totally ignore the request of labor, which was brought out by the convention of the American Federation of Labor, that labor desired and would insist on the repeal of the Taft-Hartley Law. Why? Because the Taft-Hartley Law was aimed against the organized labor movement of this country. This nation, as all other nations, is made up vastly of the majority of working people. The Taft-Hartley Law would make slaves of men and women. This

country has expressed itself in one great war as against slavery.

Eisenhower will use his sense and his judgment, as he always has, and he has courage and backbone enough, in my judgment, to tell those men at the convention in Chicago where they are wrong, and where they are not consistent, and where, in his opinion, the best interest of the nation can be served by using that judgment which God has given him and ignoring, to a great extent, some of the useless legislation against the toilers as embodied in the Taft-Hartley Bill. Yet, he faces the dilemma of supporting the Republican platform and that document endorses and approves the Taft-Hartley Act.

As I watched the proceedings of the Republican Convention, the one happiness I got was the fact that a substantial majority rejected Senator Taft, the candidate of big business, on the Republican ticket for the Presidency of the United States. He was slapped badly. In the first place, Taft could be nothing but what he is, due to his birth, his environment, his training, and his association. In Cincinnati, in his early days and during his years in college he was nursed on "capitalism." It isn't polite to bring in a man's family or his ancestors, but in this instance, there is no insult or injury intended. But, Senator Taft followed the footsteps of his good, loyal father, William Howard Taft, in senior's actions as a judge and legislator against labor.

At one time, we christened William Howard Taft "Injunction Bill" because he fostered and advocated injunctions against labor when he served as a judge in the State of Ohio. So, we can see how subject to our training we are.

There is a double victory in the nomination of General Eisenhower for the working people of the nation. First, while we don't believe Eisenhower will be anything like Franklin Roosevelt or Woodrow Wilson, we do believe he has courage enough to give working men and women of our country a square deal, an honest deal. We also believe he will not be wiggled around by Wall Street although Wall Street was behind him; also the House of Morgan wanted the General and they control big steel we "hear." We believe he will disagree with us, as he should whenever, in his judgment, he believes he should do so, but we also believe we are somewhat blessed that he has the nomination, instead of our arch enemy, Taft.

Of course, the nomination does not mean election by any means, and if the Democrats nominate

a progressive such as Kefauver or Harriman, we may support either one of them. I am speaking now for the Teamsters, and not for organized labor in general. But, either one of them will have a tough fight to defeat Eisenhower. Remember, there were millions of men and women in uniform while Eisenhower commanded the fighting forces of this nation and of Free Europe. Remember, those men and women know him better than we do.

If he is elected, his administration, of course, will determine if he will be reelected four years from next November. He has been trained as a soldier, trained to give orders, and to take orders from no one except the President of the United States. When and if he becomes President, he is boss.

In one way, I don't know anyone on the Republican side of politics from whom we could expect a more honorable, better deal. On the other hand, we know little about what he will do. He has already indorsed the Taft-Hartley Law. His actions in the service of the United States as President may disappoint many. But, if he is elected and if he wants to be returned to office, he must go along with the working people of the nation, who compose 90 per cent of the people of the United States.

Now, who will be the Democratic nominee? First, I believe that "Harry" is out. Remember, he declared himself so some months ago, but also remember I said not to bet too much that he would not be a candidate. My judgment is now that he is out, because he could not beat Eisenhower. Harriman has a chance and Kefauver has a better chance. He is a great campaigner and the people love him. But, either of them would have a tough fight to win against Eisenhower in this coming campaign.

There is another question to it. Unless the Democrats nominate a man who is extremely progressive, they will fail to organize and bring to the polls millions of working people of our country, both organized and unorganized. I had charge of the labor campaign under Franklin Roosevelt's four elections. We won four times. I know what the battle can be and I know how difficult it is. You must convince the working people what they should do. It can be done. They followed us for four elections because they believed that we were fighting the cause of justice.

We have a right to demand of the Democratic Party the selection of its most outstanding man in the Party, one who fully understands the problems of the toiler, and, if elected, who has the courage,

decency and determination to carry out pledges of his Party by fulfilling those pledges in the interests of the workers of the nation. Their pledges and promises in the last six years to labor were shamefully broken.

I am not discouraged by the nomination of Eisenhower as the Republican candidate. Neither am I overjoyed, but I am willing to gamble that he will do better than the next runner-up, Senator Taft, if Taft were nominated and Taft came very near getting the nomination. If he had received the nomination, it would have been the end of the Republican Party for some years to come, and if Taft had been nominated—I repeat—"Harry" would have his hat in the ring. But, now I believe "Harry" is out for good.

You or I, or anyone else, cannot desert those who helped to make us what we are, because there is a law of justice, and it will catch up with us in time, no matter how clever we are for the moment. That holds true for whoever is elected President next November. There is only one way to play the "game of life" and that is fairly, decently and honestly. That is the only way to win.

As I watched the convention doings, I was naturally comparing the conduct of these delegates with the behavior of our people at Union conventions. I have been in attendance at practically all the American Federation of Labor and Teamster conventions during the past 50 years, and I have never witnessed such a low grade of tactics at a labor convention as appeared at the recent Republican shindig. Former Republican Congressman Rizley of Oklahoma stated it "is the nearest thing to mob rule of any convention I ever attended in my life. I was there when my close friend, and Speaker of the House, Joe Martin, was trying to make a speech. There wasn't any order. No one seemed to pay any attention to the Chairman." Fist fights were numerous, etc.—and this from the "best people." Yet the

UNITED STATES SENATE Committee on the Judiciary

July 4, 1952

Hon. Daniel J. Tobin, General President
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers of America
222 East Michigan Street
Indianapolis 4, Indiana

Dear Dan:

Accept my personal gratitude to an old, tried friend. It makes me feel good that you, as always, can be counted upon to support me at all times when the forces of reaction and wealth are pitted against me in my election. Your fellows and my friends, the Teamsters, helped me tremendously in achieving victory at the recent primaries in North Dakota. I am pleased no end at the vigor and sincerity displayed by your North Dakota members in promoting the interests of the farmers and workers in my state. The young, wholesome, clean-cut calibre of the Teamsters' group in North Dakota is a credit to our state and nation, and you are to be commended on their loyalty to you as well as to the principles of fair play and democracy which you have sponsored for fifty years.

There is so much I wish to discuss with you, that a short letter couldn't begin to cover. I do want to chat with you again—not only about our past experiences together, but about the present and the future. When you come to Washington again, don't fail to look me up. I enjoy your wit and stories as much as your sound advice on the problems we all must face.

With just every good wish and warmest personal regards,
I am

Sincerely,
WILLIAM LANGER
United States Senate

Republican party has always been so sanctimonious in demanding that labor unions, laboring people, and "labor bosses" be required by law to behave in the most straight-laced fashion! Senator Kefauver has very properly said, "In its eagerness to serve the Wall Street wing, the Republican Party once again has turned its back on 16 million trade unionists."

There has been a very close relationship between the election results in England and the United States which the Republican Party would be foolhardy to ignore. On July 10, the Gallup Poll stated the following regarding the British elections.

"While the Republican Party looks forward confidently to victory in November, its counterpart in England, the Conservative Party, is slipping rapidly

in popularity. In the nine months since the British election, Winston Churchill's Conservatives have lost so much support that if an election were held today Labor would return to power with a commanding majority. That is the indication from the latest survey by the British Institute of Public Opinion which forecast the last three general elections with an error averaging about 1 percentage point."

Democracy Safeguard

Unions, like Lodges, Societies, Churches and other associations, have a difficult time in inducing their members to attend meetings regularly. Business meetings certainly are not pleasure jaunts and many times are quite boring. As a result, a man working hard all day on a truck or shipping floor must force himself to forego some of his rest and pleasure to keep abreast of Union happenings. We are all human and tend to skip a union meeting for a chance to take it easy and enjoy the comforts of home. When we neglect the business of the Union in this fashion, we should not complain about "lack of democracy in the Union" because the want of interest evidenced by non-attendance places the complete burden of transacting Union affairs upon the officers. Some local unions require compulsory attendance at meetings, others place fines on members for non-attendance, yet it seems to me that, while they accomplish their objectives, the compulsion angle is not satisfactory, but sometimes necessary.

Democratic rights of union members are always a subject for college and political debate. Many suggestions have been advanced such as bringing outside arbitrators in (for a fee) to make decisions for Union conduct. Such methods are in themselves undemocratic. It seems to me that democracy in any form can survive only if those affected are vigilant enough to want to make it work. A lazy man soon loses his freedom—in fact, he is not entitled to all the benefits of the democratic process if he will not put himself out to attend business meetings and participate in them. It is like locking the barn after the horse is stolen to talk about establishing effective machinery to guard the democratic process in a Union, or other organization, if the member is too lazy or shiftless to attend meetings regularly.

Pulling Together

Many of the newcomers in our Union take for granted that our present wage scales and working conditions have always existed and, when they join up with us, they assume we are starting from scratch. It is difficult to convince some people that our contracts today are the result of a half century of trial and torture. Reading the page in this magazine entitled "Fifty Years Ago Today" gives a slight indication of some of the problems and troubles the Teamsters were battling at that time. The intensity of the struggle, of course, is difficult to realize without going through it in person; but, take it from me, the conditions facing us today are relatively pleasant in comparison with the state of our industrial relations (if such they could be called) during the early years of the Teamsters Union. No trick of our employers, or the courts, or the law is thrown at us today which was not used against us years ago. No internal squabble or factional fight within our Union has behind it a reason, or ulterior motive, different from those which we were forced to challenge in the years past. Yet, in spite of all the shortcomings of mankind, both within our movement and within our employers' associations, we were able to survive and produce for our people the present wage scales and working conditions from an almost hopeless beginning. It is a great satisfaction to me to realize that the tremendous strides made in our industry's labor relations could have been accomplished only by the eternal striving of the Teamsters Union. When we all pull together, whether on the economic, social, legal or political front, we are bound to improve the wage scales and working conditions of all members of the Teamsters Union.

Installment Buying

The Government has recently taken off all controls on installment buying, yet the controls on wage increases still remain. Are we to believe that these two actions are for the purpose of helping the workingman support his family? When the Congress decided to promote the questionable practice of "buying on time" you may rest assured it did not have the welfare of the truck driver and warehouseman in mind—"Big Business" stood to take all the gain from this Government action in order to dump more expensive automobiles, televisions, mink coats and deep-freezers into the laps of the laboring man. We all are aware that this

"low down payment" game results in an excessive price being paid by the poor purchaser; that hidden charges are usually tacked on to put the buyer even more at a disadvantage, and that, as a result, the working man has less money to spend for the things his family actually needs. Family quarrels and arguments are caused by installment debts as much as by any other cause. When a laborer develops a "yachtman's" appetite through the "dollar down" racket, he may be tempted to cut corners in handling the boss's money collections and property. In too many cases the man's money burdens get out of control and he is forced either to get money from sources which he has no right to invade or to lose the merchandise which some slick salesman has oversold his wife or himself. There can be no sound reason advanced in this period of inflation and austerity to justify the approval of unlimited installment buying. It's a cinch that the welfare of the working man was not in mind when the Congress approved this "big business" deal.

Advice, practiced by this writer: Don't buy on installment plan unless absolutely compelled to do so. Wait and suffer slightly if necessary until you can pay cash.

British Trucking

There's a bit of a battle in England today over the trucking industry. The Labor Government had placed the railroads and road trucks under government ownership, and now the Tory Government, which displaced the Labor Party in power a few months ago, wants to sell the trucking business back to the bankers, brokers and private investors. But it's not as easy as it seems.

In the first place, the Conservative Party won the election by a narrow margin, and it has been stumbling along so unpopularly while in office, that the capitalists are afraid to buy into the trucking business. No one will buy the stocks and bonds of such an industry which will be put under Government ownership again when the Labor Government returns to power.

The present government is attempting to sell back to "free enterprise" the trucking business while holding on to the railroad ownership, at least for the time being. For the present, it is proposed to split up the central control of the railroads into a set of competitive groups to restore a semblance of competition among the railroads even though the government owns them all.

The road haulage department has 40,000 trucks

under its ownership. To get rid of this equipment to private buyers, the government would have to take a \$50,000,000 loss. To regain this loss, the government proposes to put an extra tax on the newly established trucking industry of \$11,000,000 annually. This revenue also has the additional purpose of compensating the railroads for the traffic lost when the highway operations of the rails is taken away and put in private hands. However, it is proposed that the railroads would retain their pickup and delivery services involving the retention of 3,500 trucks.

The Labor Party objects to the Tory's changes on the following grounds: The bill is based on political dogma, has no bearing on the country's immediate problems and will stir up trouble among the trade unions which one after the other have been reaffirming their support of nationalization. Denationalizing the trucking business and decentralizing the railroads would destroy the advantages of unification and nationalization achieved by national management. These steps are to be taken just as the nationalized transport system is beginning to show a big profit. The Conservative Government is attempting by its proposal to grant five-year licenses to trucking companies to forestall renationalization by the Labor party.

It will be interesting to watch the fight over the British trucking industry during the next few months. Its close relationship to the rails is similar to ours. The railroads in the United States, until a few weeks ago, were run by the Army and the profits of operation were turned over to private investors. Nobody called this condition "creeping socialism." The biggest railroad system in North America, The Canadian National Railways, is owned and controlled by the Canadian Government. It is a system made up of several railroads which were over-financed and poorly operated by private capital, and when the time came for "free enterprise" to dump this white elephant on the doorstep of the government, the "creeping socialism" chant was not played on the tambourine. The streetcar system in Boston followed the same pattern of the Canadian National. The English trucking problem is very interesting to watch because it may not be as far away from us as it would now appear.

Lobbyist Pressures

My good friend, Congressman John McCormack of Massachusetts has been around Congress a good many years—long enough to tell when a Representa-

tive votes according to his conscience or according to propaganda pressures. John recently stated that the fight over increasing the social security benefits produced "the greatest exhibition of pressure" he had ever seen. "We hear all this talk about pressure groups working on Congress. In a twinkling of an eye, through one telegram the American Medical Association persuaded 140 members of the House to vote differently from the way they had intended to vote." This pressure blocked the approval by the House of Representatives of a bill proposing to increase old-age insurance benefits for 4,500,000 people \$5 a month.

It seems to me that the welfare of our old people should have the principle interests of our legislators. The American Federation of Labor and the Teamsters Union have always been in the forefront in promoting the social security of our old people. It is very discouraging indeed to feel that there are some elements in our country who put their own personal gains above the care and well-being of the sick and aged.

Increasing the Vote

There is a lot of talk among the politicians, and others, about lowering the legal voting age to 18 years. It seems strange indeed to be talking along these lines when the majority of people over 21 won't even vote. It has always been an accepted principle that "first things come first," and rather than dodge the issue of correcting the evil of the present voters staying away from the polls, I think our statesmen should attempt to increase the number of voters by first taking measures to insure the participation of the present eligible voters in our elections. It is my opinion that the great body of our people are far more progressive in their political views than the representatives who are elected by the relatively small percentage of the eligible voters. Easing the requirements to vote in many states would go far to promote the interests of the general public in going to the polls. Until we are able to get the present eligible voters sufficiently interested, it seems to me a waste of effort to attempt to increase participation by lowering the age limit to 18 years.

Ohio Slates 'Teamsters' Month'

Safety Observance Originated in Cincinnati Gains Statewide Status; Publicity by Press, Radio Is Aim

SEPTEMBER will be "Teamsters Month" for the Ohio Conference of Teamsters this year for the first time since it was inaugurated in 1946 by Cincinnati Teamsters, according to a recent announcement by Earl G. Quigley, Safety Director, Traffic and Safety Committee, of Teamsters Joint Council No. 26.

Each September since 1946 the month has been designated as "Teamsters Month" by official proclamation by the Mayor of Cincinnati and the mayors of the adjoining communities.

The month has been set aside to emphasize courtesy and safety in driving. In its efforts toward this vital phase of operations the Teamsters Joint Council No. 26 receives information from its affiliated local unions pertaining to drivers within their membership rolls who have compiled safety records worthy of publicity in the daily press and radio.

"We seek to bring the importance of safe, courteous and defensive driving to the attention of Teamsters and the general public," said Chairman Quigley. "Too much emphasis cannot be placed on safety and courtesy in elevating the trucking industry to the respected position which its members so deserve."

The Traffic and Safety Committee is composed of the following members of Local Unions affiliated with Joint Council No. 26: George P. Starling, Local 100; Sam Butcher, Local 850; James Crowe, Local 161; Ben Damme, Local 140; Roy Eberhart, Local 651; Stanley Bolland, Local 136; Ed Ostermann, Local 114 and Quigley, Local 100.

The resolution sanctioned by the Joint Council, which extended the observance of "Teamsters Month" from Greater Cincinnati to the larger role of a statewide observance in Ohio said in part that such an ob-

servance has "created increased consciousness of their Union and greater pride in their Union among the members."

The resolution also pointed out that the observance has resulted in increased good relationships with the employers and the general public, resulting in good will toward the Teamsters. The resolution called for the appointment of a committee to carry through a program for the designation of September of each year as Teamsters Month.

In 1951 Governor Frank J. Lausche of Ohio issued an official proclamation in which it was pointed out that the Teamsters' desire to call attention to the importance of safety and mutual respect on the highways "is worthy of the commendation of all."

"Safety achievements are at all times to be sought after," stated Gov. Lausche, "and this is especially important at this time when our country is engaged in a united effort to build up its own strength as well as that of free nations everywhere—when human life and property assume a greater value than ever."



DURING these hot, dog days of summer, driving a frozen-food rig down the open highway seems like a nice, cooling occupation for a teamster. Next to being an iceman, piloting a rolling deep freeze should offer at least an occasional breath of cool air.

And it does: About once every 250 miles! For each time the speedometer adds 250 more miles, it's time to put in another cake of dry ice, if you're driving a dry-ice refrigerating rig, or it's about time to check the belts and the thermostat, if you're behind the wheel of a mechanically-cooled reefer.

But hot days or cold, frozen food trucking is big business wherever canners and packers are at work. Each year the frozen food industry is employing more and more Americans and offering cool, green dollars to its employees.

Today, more than 15,000 firms are engaged in producing, whole-

*The Convenience and Variety of Frozen Foods
Is Skyrocketing an Industry into Great Wealth
And Offering Cool Dollars to Teamster Truckers*

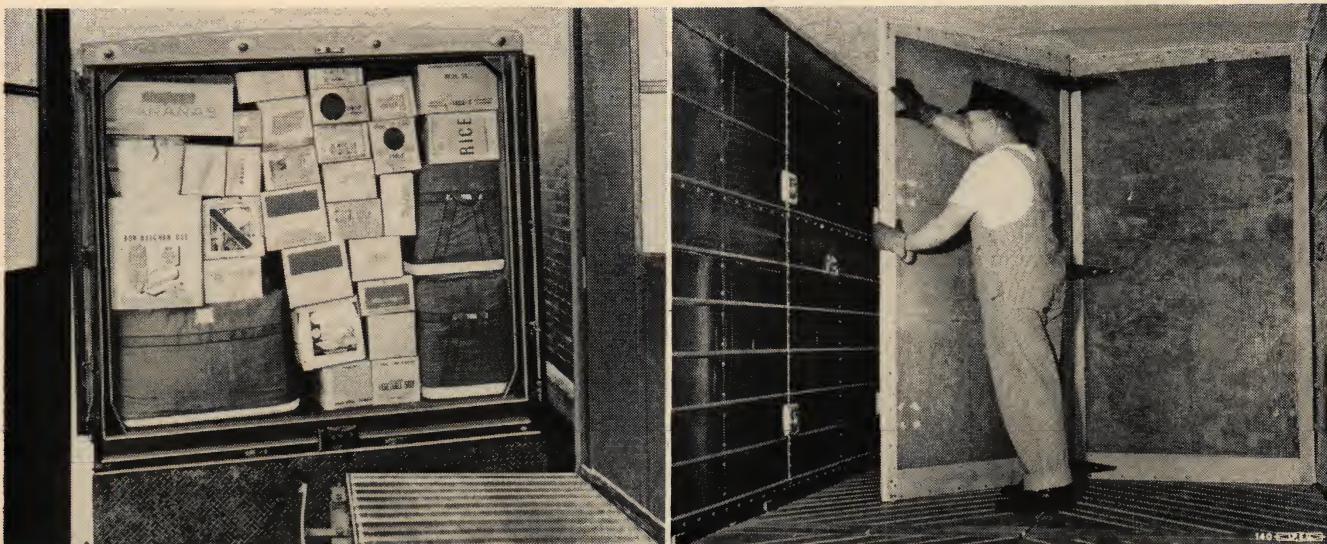
saling, processing, distributing, warehousing, and handling frozen foods, the Department of Agriculture estimates. As researchers find more consumer items which can successfully be frozen, more jobs become available for canners, warehousemen, truck drivers, and other classifications of the international teamster.

To give you an idea of the spectacular rise of the industry: In the 1947-48 packing season, production and shipment of frozen citrus concentrate in Florida amounted to 860,546 cases. Just two years later, 1949-50, almost eleven million cases were produced and sold. Similar spectacular rises exist with other frozen products.

Truckers have had the toughest

time breaking into the industry. As in so many cases, they had to prove their worth—their many advantages over railroad freighting—before frozen food trucking was accepted. Producers long used to shipping stuff in refrigerated rail cars turned first to the railroads and their water ice (and 30 per cent salt) facilities. But once shipments were delayed or spoiled behind the two- or three-inch insulation, they turned to the truckers, who were already preparing to take on the new business.

This was 15 or 20 years ago, at a time when shippers looked on truck transport with skepticism. Many of them shied away from this new means of transportation, not merely because it was new but for the reason that during its pioneer-



Frozen foods can be shipped in small lots by packing them in insulated containers, such as the three shown above.

An adjustable bulkhead, with edges of airtight rubber seal, permits carrying of less-than-full loads of frozen foods.

ing period it was not always dependable.

Today, however, frozen food trucking has established a record of service and dependability which has the railroads worried. It is improving its facilities all the time.

Modern reefer trucks are refrigerated in two ways—by mechanical equipment (the old method) and by dry ice. Each method has its advantages and disadvantages.

Practically all movement of frozen citrus concentrates from Florida by truck is mechanically refrigerated. On the West Coast, however, truckers are swinging to dry ice.

West Coast truckers have been handling frozen items for about 15 years. They first used mechanical refrigerators in their rolling reefers. Distances between cities were often far apart on such runs as through the Nevada deserts, the Sierra Nevada mountains, and the long California inland valleys. Fear that the equipment would fail on a long stretch of open highway had shippers keeping their fingers crossed. But despite the rough highways of the early 1930's, pioneer truck lines made difficult deliveries with few serious mishaps.

Finally, some West Coaster began experimenting with dry ice, and his efforts proved so successful and practical for the long hauls that others turned to it too.



A heavy diesel truck and trailer, such as is used by the major frozen food truckers of the West Coast, is well equipped for long or short hauls.

By the 1940's production of dry ice had increased throughout the West to such an extent that companies were able to contract with producers to fill dry-ice requirements through stations every 250 miles, or less, along the huge network of lines.

One freight line out of Oregon maintains a control over its own supply of dry ice. Dry ice bunkers are located at all division points in its system at intervals of eight hours driving time throughout an eleven-state network.

Many truck lines have retained their mechanically-equipped trucks, however, because such refrigeration

is cheaper to operate and calls for fewer stops enroute.

Mechanical failures do not necessarily mean disaster to a shipment. For instance, not so long ago a truck and trailer coming out of Florida had broken belts in the refrigerating unit at Vero Beach. The belts were replaced at Jacksonville, about 200 miles from the breakdown. The engine of the unit became inoperative later and was replaced at Cherryville, N. C. In spite of these difficulties, USDA men who were running a temperature check on this rig, found that the trailer maintained excellent temperature conditions throughout the trip.

Through every phase of frozen food transportation the chief consideration is keeping the temperature down. During loading of a truck protection from the higher outside temperature is difficult. The rear doors stand open to receive the shipment, exposing the pre-cooled interior of the truck, to outside warmth. In the movement of foods from the refrigerated rooms in the warehouse to the loading dock they are often exposed to higher temperatures. This too must be considered. Loading must be accomplished quickly. To speed up the opera-

tion, most large plants have fast, roller conveyors leading directly from the storerooms to the tailgate of each loading truck.

It is the warming of the outer layer of a shipment which is the chief concern of shippers. The inner packages are protected by the coldness of the surrounding packages, but the outer layers react to any changes in the refrigeration within the truck. The efficiency of the refrigeration method used in the truck can be measured directly by the temperature change in the outer layer packages.

When trucks first began to ship frozen foods, consignees loaded the frozen packages as they ordinarily load any boxed food shipment—tight from wall to wall in a lightly-insulated truck, starting from the bed of the truck and going up until the limit was reached. Sometimes a tarpaulin was tossed over the shipment, and the truck was started on its way.

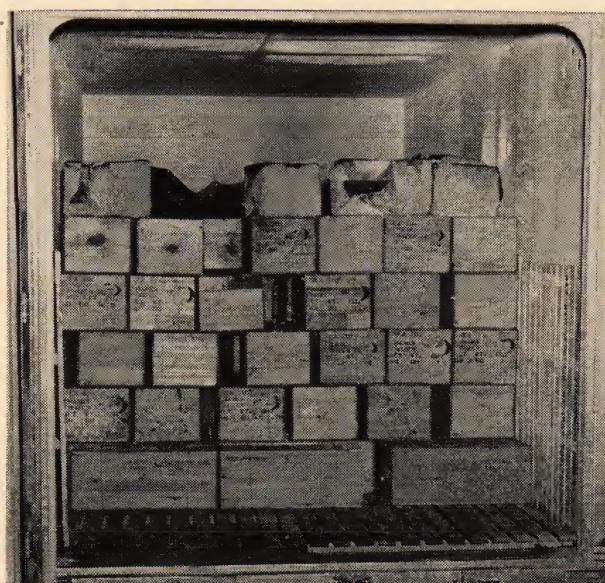
The refrigerating unit, blowing air in from the top front of the trailer could not send its coldness down through the tarpaulin to the load. On a long haul, many a package was



To speed loading and prevent excess exposure to outside temperatures, roller conveyors are used.



A new block of dry ice goes into the storage bunker at the end of the trailer. A fan on the bunker door circulates the cold air.



Cases of frozen foods are staggered with air spaces to allow cold air circulation enroute.

spoiled because of poor air circulation.

Once this began to happen operators quickly realized that the cold air must reach down and around the load, as it does in a home refrigerator. In short order, the operators took steps to bring about the three basic requirements for successful shipment of frozen foods—insulation, refrigeration, and air circulation.

Loading men found that it was extremely important that they leave space between the load and the rear doors in order to provide free passage of refrigerated air down to the ends of the floor strips and under the load. The U. S. Department of Agriculture Production and Marketing Section says this space should be at least four inches wide. The space should not be so large, however, that a dislodged package can fall down and block the passage.

Cases Staggered

Then to get the cold air down the sides and under the load, bottom and side boards were placed around the boxes, leaving approximately a two-inch cushion of air beneath the shipment and a like airspace along the sides. In addition, cardboard cases were staggered with air spaces to allow further circulation of air.

It wasn't long until truck trailer designs were modified to meet the demands of frozen food producers. Aluminum floors were channeled. Ribbed aluminum sidewalls were installed. Metal deflectors were placed at the rear of the trailer to send the heavy cold air to the bottom of the load. Herring bone racks placed along the floor and sides gave more space corrugation. Fibre glass, four inches thick in the side walls, was found to be a good insulation.

In no time at all, trucks had surpassed railroad cars as low-temperature conveyors. They almost invariably kept lower temperatures enroute.

(The industry has considered it essential to hold all its products at zero Fahrenheit for long storage, al-

though there is no conclusive evidence that somewhat higher temperatures for short storage periods are harmful to quality.)

Today, the U. S. Department of Agriculture and private concerns are both conducting tests and experimenting to further improve frozen food shipments.

Producers have expressed concern over reported temperatures of 15 and 20 degrees, or even higher, in loads moved in refrigerated railroad cars using water ice and salt. Some rail cars and truck trailers can maintain temperatures of near zero, but they are far too few to handle the constantly increasing movement of all frozen foods.

There are other problems besides temperature. Even though refrigeration is adequate, mechanical difficulties can arise in a mechanically refrigerated trailer. Belts can break; power can fail. Drivers have to be trained to maintain satisfactory operating conditions.

Since the temperature control unit—the thermostat and electric fan—is powered by the truck batteries, which also provide power for the lights, trained drivers are careful to leave clearance lights on during stops enroute. The discovery of

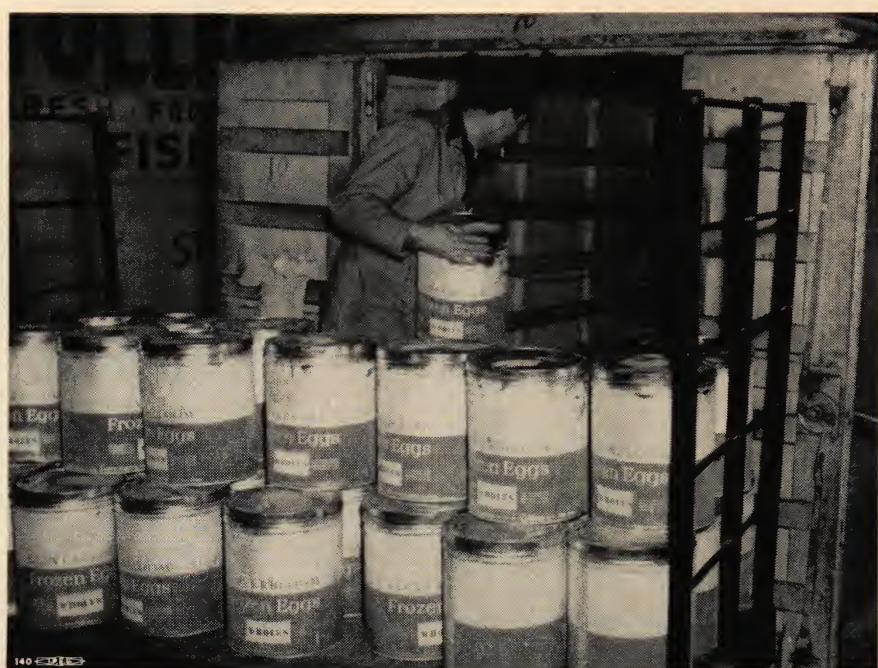
lights out upon return to the rig would mean power failure of some other trouble.

Shipping schedules have to be carefully considered to eliminate layovers enroute from weekend closings of destination warehouses. Eighteen to 48-hour layovers at terminals caused by loading on Thursdays or Fridays for Monday morning delivery increase the risks and the costs involved in such shipments.

Ahead of Rails

In spite of difficulties, truck movement of frozen foods is steadily forging ahead of rail movement. The extent to which wholesalers use rail or truck transportation in receiving shipments varies between cities. Wholesalers in cities such as New York, Philadelphia, and Chicago, which are large terminal markets, and who have to receive much of their stock from long distances, receive much of their inventory by rail. On the other hand, wholesalers in Seattle and Portland, who draw most of their frozen items from nearby canners and packers, depend upon trucks. There are quite a few cities, too, which favor trucks, in spite of the fact that they are serviced

(Continued on page 26)



Food research technicians are constantly finding ways to successfully freeze more consumer goods. Eggs can now be frozen in bulk and shipped anywhere.

Senate Committee Blasts ICC

WHEN the Senate Interstate Commerce Committee reported the nomination of Charles D. Mahaffie for reappointment on the Interstate Commerce Commission, the committee made some pertinent observations about railroad financial reorganizations. How many have been "put through the wringer" is an old story. Since the observations of the committee coincide with the views of the International Brotherhood of Teamsters on the financial evils of many of the practices of the past, excerpts from the report are herewith given. The report from Senator Charles W. Tobey (Rep., N. H.) was filed by the committee chairman, Senator Edwin C. Johnson (D., Colo.). The excerpts from their report follow:

Favorable Report

In reporting favorably on the nomination of Mr. Mahaffie for reappointment as a member of the Interstate Commerce Commission, your committee believes it a duty to the Senate, to the public, and to scores of thousands of interested American citizens, resident in every State of the Union, to make clear the existence of certain very serious problems. Policies laid down by the Congress and the Executive, directly and indirectly affecting railroad financial reorganizations, have been disregarded by the Interstate Commerce Commission. The Commission has also persistently ignored the plain facts of modern economic life. If these practices are not speedily corrected by the Commission itself, the committee is prepared to recommend that Congress overhaul the entire machinery and handling of such reorganizations to insure that they accord with present-day conditions and with the determined policies of the Congress.

For the last 8 or 9 years the committee and others in the legislative

Report Cites Indifference and Laxity In Guarding Railroad Stockholders Against Succession of Tricky Reorganization Schemes

and executive branches of the Government have been gravely concerned over the forfeitures of private investments in our great railroad systems, resulting from reorganizations in equity receiverships and in proceedings handled by the Interstate Commerce Commission under section 77 of the Bankruptcy Act. In 1946 the committee reported (S. Repts. Nos. 925 and 1170, 79th Cong., 2d sess.) that in such proceedings the Commission declared over \$2 billion of railroad securities to be worthless and decreed that they be extinguished. Such forfeiture decisions were based on the Commission's dim forecasts of what the future earnings of the railroads would be. The predictions were so rooted in pessimism and in the spirit of the depression that many stocks and bonds, generally considered to be valuable, were held by the Commission to be valueless. In result, savings and investments of scores of thousands of American families were wiped out.

Mistakes Probed

Even after the Commission's forecasts were proved wrong, and despite persistent prodding by this committee to bring the Commission's attitudes and actions into line with economic realities and express congressional policies, the wholesale destruction and amputation of the rights of security-holders continued practically unabated.

It is because of deep concern with these problems that the committee undertook, in connection with the present nomination, to conduct an inquiry into the gross mistakes that have been made and into vari-

ous factors and considerations essential to the avoidance of similar mistakes in the future. The record of the hearings not only confirms the tragic errors of the past, but also reveals the urgent necessities of the present. It is a record lending support to the use of voluntary recapitalization in lieu of reorganization. The Interstate Commerce Commission should reshape its entire thinking and conduct in railroad reorganizations to accord with existing economics and existing legislative and executive policies. Unless this is done, the committee will recommend legislation to check abuses that can no longer be tolerated and to insure, as far as practicable, that no railroad investor ever again suffers needless and ruthless loss of his property at the hands of this Commission.

It may be useful to the Senate to have a few examples of what the Commission has done, or failed to do, in disregard of policies it should implement, not defeat. We do not impugn the Commission's honesty. But the Interstate Commerce Commission, like most commissions created to carry out the intent of Congress, too often forgets that it is an arm of Congress and considers itself an independent policy maker. It has been referred to as a body of experts by some courts so often that the members have come to believe it themselves.

Save, Not Destroy

As everyone knows, it has been the policy of Congress and the Executive, for at least two decades and longer, to mitigate the effects of temporary set-backs in our business

world. We have made it our determined purpose to save rather than destroy private property ownership. We in the Congress, as well as State legislatures, have tried our best to prevent foreclosure of farms and homes and business properties, to prevent destruction of enterprises which run into temporary embarrassment, among other considerations in order to prevent losses to depositors of savings and other funds in banks, to prevent losses of jobs, and to prevent economic insecurity and loss generally. In the field of railroad investments, however, the Interstate Commerce Commission has destroyed hundreds of millions of dollars of bonds and stocks, and has impaired contract rights of additional billions of dollars of bonds. And the tragedy is that much of it has been unnecessary and avoidable. The Commission has done this on a guess about the future—a pessimistic guess, a black guess. Not once, but repeatedly, in railroad after railroad, the actual earnings over a number of years have proved higher, and usually very much higher, than the Commission forecast. And for every million dollars of underestimate, the Commission has unjustly destroyed \$20 million to \$25 million of private investors' property. The total forfeitures, as noted above, have exceeded \$2 billion. Probably never in a comparable period of time and prosperity has such a vast amount of private property been confiscated and extinguished.

It is no answer that some parties to reorganization proceedings, serving their own interests against opposing evidence, sometimes presented forecasts of future business as dim as those adopted by the Commission. It is no answer that the Commission, a body of so-called experts, did not realize the resourcefulness of American industry to extend and expand our economy to ever higher levels. It is no answer that the Commission, and particularly its financial specialists, were living in the spirit of the depression.

Nor is it any answer that they had little knowledge of the immense strides made by Congress to prevent and limit the damage of any future depression. Even the nominee, a specialist in financial affairs, admitted ignorance of our congressional enactments and policies on this subject. The policies of Congress have been ignored and the Commission has been virtually selling the country short. Unquestioned honesty, integrity, and good intentions afford empty comfort to the thousands of citizens who have been the victims of the Commission's efforts to squeeze the water out of railroad securities when all that was squeezed has been the blood of many patriotic investors.

Policies Established

Another and very important illustration of the Commission's disregard of congressional enactment relates to a law which Congress passed in 1948 (11 U. S. C. 208). In this law, which grew out of the problems and suggestions developed in this committee's 1946 reports (S. Repts. Nos. 925 and 1170, 79th Cong., 2d sess.), we laid down considerations and policies to bring about reasonable adjustments of creditors' claims, without radical reorganizations and forfeitures. And particularly we stressed the use of immense sums in the treasuries of railroads still in the hands of the courts to reduce their debts by purchases and retirements of railroad bonds at advantageous discounts. We have yet to see the Commission deal with this subject, or speak up about it, or even indicate that they accept, in fact, the policy laid down by law. Four years of silence and inaction cannot be excused by the fact that it is the court trustees who must actually make whatever purchases and retirements of debt are authorized. The Commission is remiss, if it fails to ascertain the relevant facts and if it fails to recommend reasonable debt-reduction measures in accordance with the declared legislative policy.

Moreover, the Commission can very properly say, when a reorganization plan is submitted, that it will not consider it or waste the taxpayers' money in elaborate proceedings, until the trustees have first made full and effective use of surplus cash. It is a well known fact that trustees, protected, they may think, by some district judge or another, have flouted congressional policy with impunity. There must be a stop to this. Above all, however, the Commission with authority and responsibility delegated by the Congress, has no right to shut its eyes to the facts or sit idly by, ignoring our declared intent. The Congress has clearly shown its aim to have property saved, and not needlessly destroyed. The Commission must obey our directions, instead of finding ingenious excuses for flouting them.

Still another example requires special mention. It has been the policy of Congress, in statute after statute enacted over the past 60 years, to curb and not to promote the growth of vast monopolies. For over half a century this has also been the policy of every Chief Executive and of both parties. It is the settled policy of the American people. Yet we find the Interstate Commerce Commission, in one reorganization case after another, turning over to a small coterie of interests in one financial center the control of enormous railroad systems and the vast patronage flowing from such control, instead of leaving it to the owners to elect their directors in accordance with State and Federal law.

Recently Supreme Court Justice Frankfurter has spoken out against the tragic and outrageous destruction of private investments in railroad reorganizations—once in an equity receivership proceeding affecting the Seaboard Air Line Railroad Co., and again in an even more notorious proceeding, conducted by the Commission, affecting the Missouri Pacific Railroad Co. and its subsidiaries, the Gulf Coast Lines

and the International-Great Northern Railroad Co. Both opinions, which we commend to all Members of the Senate for careful study, are set forth in their entirety as an appendix to this report.

If the high-handed and wrong-headed practices of the Interstate Commerce Commission in these re-organization cases were applied to industry generally, they would undermine the foundations of private property and our whole economic system.

There is nothing in the laws or policies of the Congress that requires the Commission to decree wholesale annihilation of securities. On the contrary, the laws and policies of the Congress require the Commission to avoid forfeitures by every reasonable means available, through moderate financial adjustments, through purchases and retirements of debt at a discount, and other business-like methods.

There is nothing in the laws or policies of the Congress that requires the Commission to deprive stockholders at any time or for any period of time of their normal rights to elect their directors. The Commission is not obliged under any legislation to "direct financial power into new channels," to promote monopolies or to distribute vast economic patronage. On the contrary, such practices are offensive to our settled national policy.

Even when the Commission is shown to have been wrong in case after case, involving the destruction of hundreds of millions of dollars of securities and the amputation and down-grading of billions of dollars of other securities—and much of it in contravention of congressional and Executive policies—some members of the Commission and their staff show no humility and little inclination to mend their ways, but seek rather by far-fetched or beclouding theory to justify their dogged forfeiture practices and their stubborn disregard of fundamental facts and of the wishes of Congress and the Executive.

This committee has made many efforts to promote a more reasonable administration of section 77 of the Bankruptcy Act, but thus far the Commission has continued to bury its face under the pillow and ignore the plain fact that we are living in an economic era wholly different from that of the 1930's. Developments in our economy and in our national policies have altered the economic horizons.

The railroads are the keystone of our transportation system. No other industry is more vital to the public interest and welfare of this country. In time of war the essentiality of our

railroads increases. They are as vital as any armament plant—for the supplies to support troops in the field must move, in the main, over the railroads. The American people, in addition to having a profound interest in the efficient and honest management of the railroads, have a tremendous personal financial stake in them. This is not to be dealt with ignorantly or capriciously. It is not to be destroyed or down-graded by Government fiat.

Pursuant to our responsibilities we shall continue to examine Commissioners on this subject when they come before the committee.

LOS ANGELES

Scene of the Sixteenth International Convention



Historic San Gabriel Mission in Los Angeles County is one of many romantic landmarks of interest to visitors. Fifth largest city of the nation in population, Los Angeles is the commercial center of the far Southwest section.

EDITORIALS

Practical Labor Education

In this issue of THE INTERNATIONAL TEAMSTER appear reports from the meeting of the Mid States-East Coast Dairy Conference held in Toronto, Canada, in June.

These reports include summaries of discussions held and a reprint of an interesting and informative address made by J. A. Pickett, vice president of Borden Farm Products and a figure in the dairy industry of long standing. During the conference a number of speakers presented various points of views on the many-sided dairy problem.

This conference of the Teamsters' Union through its periodic meetings has developed what amounts to a practical course in labor education as it pertains to the milk industry. In fact, the delegates attending these sessions find them more productive of real help in the increasingly complex field of labor relations than they would should they be enrolled in courses at one of our leading universities or institutes. Some of our universities have departments or schools which profess to develop an understanding and a sound growth of union leadership and some are doing a passably good job. But what the schools do cannot compare with the practical labor education which our people receive when they hear outstanding figures in the industry such as those who spoke at the Toronto meeting.

Continued development of labor relations along sound lines is vitally necessary for labor and employers and these conferences are doing an outstanding job in this direction.

Congressional Casualty

A congressional casualty which will be of keen interest to Teamsters in certain parts of the country occurred when Congress refused to appropriate sufficient funds to deal with the "wetbacks."

As readers of THE INTERNATIONAL TEAMSTER know "wetbacks" are illegal immigrants who come into the U. S. from Mexico—they get their nickname from coming across the Rio Grande River which forms much of the border between the two countries. Large corporate farming interests in the Southwest and Far West have been using wetbacks for farm and processing work.

Under agreements between the United States and

Mexico a certain number of immigrants are to be permitted legal entrance for farm work if certain conditions are complied with by the workers and employers. Immigration laws are to be enforced and illegals or wetbacks are to be returned. In this endeavor detention camps were set up and an airlift provided to take illegals back.

The recent appropriation request asked for \$4 million to handle the wetback program, but the appropriation lost out in Congress. Efforts to restore even half the sum were defeated. The appropriation was killed by the big growers in the Rio Grande Valley, according to a charge by President H. L. Mitchell of the AFL National Agricultural Workers Union. Killing enforcing provisions through curtailing funds is an old trick, but it still works.

With virtually no enforcement funds the wetback program will just about fall apart and we can expect to see a great many illegals coming into the country taking farm jobs and also invading processing plants—and here is where Teamsters should be alert. The failure of the appropriation is a real blow at the standard of work and living of those who are employed in the farm and processing industries.

Tragic Toll

Some statistician has computed the loss in lives in traffic since the advent of the automobile and compared it with lives lost in battles since the battle of Concord bridge in 1775.

Since 1775 in all of its battles the U. S. A. has lost 1,005,000 lives from Concord in Massachusetts to Heartbreak Ridge in Korea. During the period of the automobile, which is little over a half century, 1,018,500 lives have been lost due to motor accidents of one kind or another. In other words the automobile has killed more in little more than 50 years than all of our wars in 177 years.

As population increases around urban areas and congestion makes traffic movement more difficult, we note a rising curve of accidents. Moreover, as cars increase in power and speed, the curve likewise rises.

Of the many causes of automobile accidents perhaps the greatest single factor is the individual driver. Teamsters as professional drivers are well trained in safety practices, for they know that in safe operation lies

survival. The passenger car driver is not quite so cautious. Reckless enthusiasm and the heavy foot are accounting for too many highway tragedies.

It is time for every driver to use more care on the highway. Safety of all of us demand it and safety must be a 365 day practice every year—and not confined to any "safety week" or safety campaign period.

Who Gets What?

Three reports turned up recently which give an indication as to what group is getting the money and is apparently keeping control of it. The reports are too long to summarize, but conclusions are well worth noting.

One report is from the Securities and Exchange Commission which tells how well American corporations are doing. The reports show the net worth of more than 1,300 corporations after taxes. Data from these corporations show that net sales in 1942 were \$65 billion and in 1950 were \$123 billion. Net profits after taxes, mind you *after* taxes, were \$3.1 billion in 1942 or 4.7 cents on each dollar of sales. In 1950, says the report the net profits were \$9.3 billion or 7.5 cents on each dollar of sales.

Net worth was \$32 billion in 1942 and \$56 billion in 1950. The net worth, after taxes, return in 1950 was 16.7 per cent as compared with 9.6 per cent in 1942.

The SEC has other reports on manufacturers, but the trend is the same—more sales, bigger profits and more money after taxes. This "creeping Socialism" we read about in so many business firm institutional advertisements must be tough indeed.

Another report is from the Petroleum Administration for Defense. This agency reports that the oil industry has received \$2.5 billion in fast tax write-offs as of the latter part of June. That is a lot of money and the PAD had applications exceeding three-quarters of a billion dollars still to be "processed." The oil industry is doing all right, it seems.

The third report is from the dignified and conservative Brookings Institution of Washington, D. C., which recently completed a study for the New York Stock Exchange on stock ownership. Much was made in the press reports of the study that 6.5 million persons own stock and more than three-fourths of them earn less than \$10,000 a year. But the study apparently fails to tell who owns how much.

The 24 per cent who earn more than \$10,000 make up a little over four per cent of our population but have 55 per cent of the stock while in the bracket from \$5,000 to \$10,000 only 20 per cent have any stock and in the \$4,000 to \$5,000 range only seven per cent have any stock.

While the survey did not disclose the actual number of shares or the cash value of each income group, the figures would indicate that stock holding is not a poor

man's business and the report does say in its dignified humorless fashion, "The level of income has a direct influence on share ownership." Profound isn't it?

Buying Reform

One of the bills signed by the President which received little publicity in the distractions of a political convention period provides for the establishment of a single military buying catalog.

This may sound like a fairly simple reform in Government defense buying, but it comes after a long series of hearings and quite a struggle in Congress between some members and the military officials charged with responsibility for procurement.

The Congressman who sponsored the legislation estimates that the reform will cut defense spending by up to \$5 billion. That is a hefty cut indeed; it remains to be seen whether such reform can actually be made.

Under the new measure a director of the catalog will work under the Secretary of Defense. A single number and description will be given to each of the three million to five million items used by the armed services. Under previous non-standardized descriptions, similar items were often at great variance in price through various service procurement channels. The hearings recorded tremendous losses to the taxpayers as the result of the duplication and chaos in defense procurement.

Maybe the reform envisioned by its sponsors may not net a \$5 billion reduction, but it would seem apparent that if proper diligence is applied to the task the taxpayers may get some sort of break in military spending.

The Slave Labor Issue

The United Nations is making a study of forced or slave labor as the result of representations being made by various organizations which hope to focus attention on one of modern civilization's darkest spots.

In the forefront in the exposure of slave labor is the American Federation of Labor. Representatives of the AFL have presented a detailed and well-documented case against the Soviet Union. The story of slave labor in the U.S.S.R. is an old one to readers of the AFL press and it is time that these charges be given more than cursory attention by an international agency.

Attention is also being focused on Spain with allegation of forced labor on that country.

We know less about the charges against Spain or the documentation to support those charges, but it would seem to be the responsibility of the United Nations and its specialized agencies to investigate all responsible charges and turn the spotlight of world public opinion on the real facts of these tragic conditions.

Toronto Conference Is Success

IN the most educational dairy conference ever held, the Mid-States-East Coast Dairy Conference concluded a two-day session on June 28, 1952, in Toronto, Ontario, Canada. This Conference was attended by 180 delegates and visitors, representing 32 states and provinces in the United States and Canada.

Conference Chairman Gene Hubbard of Local 246, Washington, D. C., opened the session, and International Organizer A. F. MacArthur, who was general chairman of all arrangements, warmly introduced the visiting delegates to Canada. Jack Buchanan, representing Toronto's host local, No. 647, outlined the activities which had been planned. These covered trips through local industrial and commercial plants to acquaint our people with Canadian know-how.

Progress Promoted

The principal speaker of the session was introduced by Larry McGinley of Newark's Local 680, who explained to the guests that even though the New York locals are continually at issue with the company which the speaker represented, nevertheless such disagreements were sincere and promoted the progress of the industry. He then introduced J. A. Pickett, vice president of the Borden Farm Products Division of the Borden Company, in charge of labor relations. (Mr. Pickett's address is reprinted beginning on page 20).

Frank J. Gillespie of Chicago's Local 754, secretary of the Mid-States Conference, then introduced Norman Myrick, editor of the *American Milk Review*, one of the leading periodicals in the dairy industry, and whose reprint of the activities of the Conference was carried in THE INTERNATIONAL TEAMSTER in June.

Mr. Myrick stated that his pub-

Meeting of Mid-States-East Coast Dairy Conference Produces Educational Results; Industry Spokesmen Express Views

lishing firm was very anxious to stress labor relations in the dairy industry, since they have a vital effect on the merchandising habits of the public. His remarks emphasized the necessity of all elements in the dairy field working as a team in an ever-changing picture. He indicated there has been a decrease in the number of billion pounds processed in 1951 as compared with five years ago. His figures showed a cow population of 25 million producing 121 billion pounds of milk five years ago, against a reduced cow population of 22 million presently which produces only 113 billion pounds of milk. This alarming trend cannot continue and take care of the milk needs of an increasing population which in another five years will be expected to go up approximately ten million people.

Myrick said that in order to produce this "river of milk" it was necessary for labor to work with the farmer and dairy dealer, and that the only increase that could be passed on to the consumer, by rule of the Office of Price Stabilization through Regulation SR-63, had to do with an increase to labor or the price to the farmer, which constituted 85 per cent of the total; the remaining 15 per cent has to be absorbed by the dealer.

"Make or Break"

Mr. Myrick observed that a work stoppage removes the producer from the picture absolutely, and that the reason labor is one of the most important factors in the milk business is because it can either make or break the industry in any given area. Therefore the Teamsters have eco-

nomic status of strategic importance. He stated that while some unions could say "No contract, no work," nevertheless such philosophy by the Teamsters' Union could push the consumer into adopting the use of a substitute for fresh milk.

Myrick also stated that in the last several years, due to adverse legislation to the dairy industry and the dairy farmer, there was a completely new picture on the annual butter consumption of the American people. He stated that in 1940 the average consumption per person was 18 pounds, while in 1950 the average was 9.8 pounds per person. He also stated that in some of the Southern States where milk is not easily obtainable, vegetable fat is being used as a substitute. Especially is that so in Texas, where filled milk is used as a substitute for butter fat, and he warned that legislation could not stop the trend toward milk substitutes.

Five-Day Week

West Coast Dairy Representatives Mark Whiting, J. G. Marshall and Paul Ashcraft, of Los Angeles and Denver, were introduced and reported briefly on their new wage scales. The Los Angeles contract was just signed on a basis of a five-day week for both drivers and inside workers, with a seven-day operation, and the industry had just agreed to pay \$8.65 monthly for a health and welfare plan for every member, spouse and child, covering life insurance as well as medical and doctor's insurance.

Gene Larson, former Chairman of the Mid-States-East Coast Dairy Conference and former Secretary-

Treasurer of the Milk Drivers' Union of Minneapolis, now regional representative of the Federal OPS, gave a fine address on the subject of inflation.

The intricacies of Wage Stabilization Board procedures were outlined by George Christiansen, AFL representative on WSB, Washington, D. C. The speaker covered the policy of the Board on cost of living increases, pension plans, health and welfare plans, annual improvement bonuses as a basis of wage increases on long-term contracts; the mechanics of converting the work-week from six to five days; inter-plant inequities as a basis for raises, the application of cost of living escalator clauses in labor agreements, etc.

Haggerty Speaks

Thomas J. Haggerty of Chicago's Local 753 and treasurer of the Mid-States-East Coast Dairy Conference, keynoted his report for the various local unions by stating that it was the aim of many milk dealers' associations to eliminate Sunday delivery, and that it seemed that many of the dealers were forgetting that the only way the retail milk industry can survive was on the basis of service to the public. He stated that many locals were blessed with a set-up where there was no price differential between store and home delivery.

Jack Buchanan of Toronto stated that in Winnipeg, Manitoba, a "no Sunday delivery" was inaugurated some time ago, with a resultant drop off of 22 per cent in milk consumption.

A statistical survey of the various types of delivery services was outlined by Secretary Frank J. Gillespie, who stated that the consuming public was the greatest friend and ally of the union milk man and plant employee, whose main business was selling service. He gave the following outline of recurrence of deliveries, based on the various types of delivery, regardless of whether the men work 5, 5½ or 6 days a week:

<i>Types of Delivery</i>	<i>Per Year</i>
Every day delivery, seven-day week.....	365 deliveries
Every day delivery, six-day week.....	313 "
Every other day delivery, seven-day week.....	183 "
Every other day delivery, six-day week.....	156 "
Every other day delivery, no Wednesday and no Sunday delivery.....	As low as 79 deliveries

Pension and Health and Welfare Plans Included by Many Unions in their 1951 and 1952 Contracts

Larry McGinley of Newark, N. J., stated that approximately 14,000 members were covered in the New York-New Jersey metropolitan area in a pension-welfare plan on the basis of 10 cents an hour being contributed by the employer. This plan is set up with the union retaining an independent consultant, free from the direction of any insurance company. He stated that 12 large insurance companies submitted bids on the basis of the needs plus the same minimum as Blue Cross hospitalization, and the results of the bids were really startling. In 1952 an additional 2 cents per hour was contributed by the employer for the purpose of building up surgical benefits. McGinley reported that the pension and welfare fund solidified the entire membership of the union, and that their pension program is now in excellent shape, with well over two million dollars in the reserve fund, to which \$150,000 is being added monthly. By diversifying the fund, 20 per cent is being placed in blue-chip common stocks and 80 per cent in bonds, with an average yield in 1951 of 4½ per cent.

August Burnier, representing Local 754, Chicago, described their pension plan, covering 3,200 inside dairy workers, under which the employer deposits \$3.50 per employee, per week, with one of the large Chicago banks, which acts as trustee, with benefits to be paid upon order to the benefit committee, consisting of three members from the employers and three from the union. Benefits are computed on the basis of \$2.25 per month for every year of service while a member of the union, payable after 25 years in industry,

at the age of 65, or upon disability with 25 years in the industry. He stated that payments ran from \$56.25 per month to \$108.25 per month.

He also stated that the Kraft Foods Company had recently put in a pension plan which included health, welfare and surgical benefits for members and their dependents, all of which was paid by the company, covering approximately 1,800 Kraft employees.

Alvin Richards of Chicago's Local 753 described the severance and pension fund which is in effect for the drivers in the Chicago area, and stated that there was well over \$2,000,000 in the fund at present, which was invested in Government securities, and that some members upon leaving the industry could take out as much as \$5,000 or could elect to draw \$60 per month pension. He stated that the pension set-up had met with wide acceptance from both the employers as well as the employees, and had been a very stabilizing factor in promoting good will throughout the industry.

Many other reports were made, which cannot be reviewed here in the current issue, but the entire trend of the Conference was to continue to fight for continued seven-day service on retail deliveries, with wholesale to be delivered on a six-day basis.

A resolution was adopted unanimously reaffirming the position of the Mid-States-East Coast Dairy Conference for a five-day, 40-hour work week, with seven-day retail operations on deliveries, and all unions which were now operating on a no-Sunday retail delivery were urged to return to the seven-day delivery system as the only true means of properly selling the milk industry to the public on a retail basis.

Problems in the Milk Industry

A Realistic Appraisal of What Confronts a Great Business

The following address was delivered by J. A. Pickett, vice president of Borden's Farm Products Division of the Borden Company, to the International Brotherhood of Teamsters Dairy Employees Mid-State Conference in Toronto, Canada, June 27.

I APPRECIATE your kind invitation and the opportunity extended to me to address the Dairy Employees Union of the United States and Canada assembled in Toronto today. For a number of years Borden's has operated in the fluid milk, ice cream, cheese and other branches of the dairy industry, throughout Canada.

Although I have met and number among my friends many Teamster Union officials, there have been few times in my career when I have been confronted by as many of you at one time as I see before me here.

Examine Problems

Last October I had the privilege of meeting with a group of your Officers and Business Agents when they had a joint session with representatives of milk companies in St. Louis. The groups represented at that meeting were a cross-section of the dairy industry of a large part of the United States. It was perhaps the first meeting of its kind that many of us representing management had ever attended. I recall we sat around a conference table and tried through frank and open discussion to examine some of our mutual problems and to explore the possible solution of some of them.

I have thought often since that time, that more frequent such exchanges, if they did nothing more

than help us understand each others' viewpoints, are bound to be helpful. When I received the invitation to speak to you, I thought back over the many changes I have seen in my forty-nine years in the milk business in New York City, hoping I might think of a subject on which I might speak that would be of interest to you.

Changing Pattern

I finally came to the conclusion that if I merely tried to entertain you I would not be meeting my full obligation. The opportunities we have to exchange ideas at this level are so few and far between, that I really feel I should speak frankly about the changing pattern of the milk business (at least in the area with which I am familiar) and the effect upon us both.

Perhaps if we review together some of the changes in our business we can between us muster enough ingenuity and resourcefulness to resolve at least some of the problems that probably confront every union and every industry in times like the present, when new methods, new products, new methods of distribution and new consumer habits are developing every day in almost every line of endeavor.

Every time we pick up a newspaper or turn on the radio or television, we learn that science has discovered some new substance, or a new use for an old one, or that industry has developed some radically new device that brings more comfort or convenience to us all. Only a few years ago, a television set was a rarity. Now they are common in nearly every home, in many areas of the country. Many of us wear shirts today that wash and dry in an

hour and need no pressing. They tell me you can buy a suit of clothes now that won't wrinkle even if it gets soaking wet.

In the agricultural field, new chemical fertilizers have been developed that produce more fruits and vegetables than has ever been possible before, and I am told that now a soil conditioner has been developed that converts unproductive clay into rich, fertile soil that will grow almost anything.

Obviously all these improvements, and there are many more coming along all the time, improve our standard of living. Obviously too, each of them produces some dislocation somewhere along the line. Certainly a suit that won't wrinkle throws pressers out of work. On the other hand, the television industry has created thousands of new jobs, not only in the manufacturing end, but in the service and maintenance of these new devices. All I am trying to say is that the world keeps changing, no doubt for the better. In the long run all of us lead a richer and a fuller life, but in the process, somebody, temporarily at least, gets hurt.

Homespun Affairs

The milk business is no exception to the law of progress and change. Many years ago, the delivery of milk was a rather homespun affair. A man with a horse and a wagon covered a certain territory and delivered his load to his customers at a rather leisurely pace. The costs of the product, and in fact, of the whole operation, were such as to justify the method economically and the country was blanketed with that type of distribution.

Along came the motor truck. No

one will deny that a motor vehicle is a tremendous improvement over the old horse-drawn operation, but I have some old friends back in New York who had to learn to drive at a fairly advanced age and I assure you that those individuals did not regard the truck as an unmixed blessing.

Back in the old days, the great bulk of our product was home delivered—in New York even twenty years ago it was about 70 per cent. The 30 per cent that was wholesale went to restaurants, hotels, institutions, hospitals and the like, factories, and to stores. Today, 25 per cent is retail and 75 per cent is

interest of public health, but it had far-reaching effects. First, a lot of milk dealers who had handled loose milk only, went into the bottled milk business and retail dealers found themselves facing competition from an entirely new source.

In that case, labor profited, or at least did not lose, because new retail territory was opened up and new jobs created. A more far reaching effect, however, grew out of the fact that milk in stores became an item that the storekeeper could handle without the trouble and the bother of dipping out of a can. The resale of milk by the grocer became attractive to him,

because retail business soon began to decline and jobs began to be lost, and that trend, as we all know, has continued right down to the present day and still continues.

But let me go back a bit. While all those things were happening in the milk business itself, other industries were making technical advances which eventually reflected themselves in our business too. How many of you remember the old wooden ice-box that used to stand in our kitchens? The iceman came every day or so, dripped water and sawdust on our wives' and mothers' clean kitchen floors, and threw his cake of ice in the top of the box. Every night we got down on our hands and knees, and emptied the round pan under the ice-box—usually spilling about half of it in the process.

Modern Method

Well, what happened? The electrical people developed an electric refrigerator and now they are in nearly every home. Convenient? Sure, but the ice people and the wooden cabinet people, and probably the drip-pan people and their employees couldn't have liked it very much.

And at about the same time, with cities growing all the time and with government turning its attention to proper housing, more and more modern apartments came into being, all equipped with mechanical refrigeration. With facilities at hand to keep milk fresh and sweet, people grew less concerned about having it delivered at the door fresh daily. They could get it at the store and they could keep it for a number of days in the electric refrigerator. And they could save money in the process, because in the very nature of things, milk from the store, originally an accommodation at equal prices, began to sell cheaper as grocers found they could increase their volume on an item that turned over every day by shaving their margins.

I have heard many debates about



"A man with a horse and a wagon . . . delivered his load . . . at a leisurely pace."

wholesale. Milk was then sold in stores largely as an accommodation—the grocery field generally was not too much concerned about it. In my town most of it was loose milk anyway—the storekeeper dipped it out of a 40 quart can for his customer. Eventually that rather unsanitary method of distribution engaged the attention of municipal health departments and legislation was passed forbidding the practice and ordering virtually all milk into containers, excepting that intended for consumption on premises, like hotels and restaurants.

Well, no one is going to quarrel with a measure so obviously in the

and, as customers got into the habit of picking up a quart of milk with their groceries, the demand by the grocery trade for milk grew and grew.

Pretty soon the public insisted on buying its milk in stores practically everywhere. And, between the public demand for ease and convenience, and the ingenuity of the paper industry, a paper package began to develop and pretty soon, milk, in lightweight paper packages, became the accepted thing in virtually every store in the country. Perhaps glass-makers didn't enjoy it. I know that retail teamster union members didn't enjoy it,



"The iceman came every day or so, dripped water and sawdust . . . on kitchen floors."

the sale of milk in stores. Many Union friends of mine insist the dealers are responsible for the phenomenal growth of wholesale business, that they cut prices to build volume, that they compete strenuously for it, and that they care less and less about retail business. Other people say that the Unions are at fault, that by negotiating shorter and shorter work weeks and higher and higher wages, they have driven the cost of retail devilry so high that the thrifty housewife will no longer pay the price. Actually, I think both the dealers and the Unions are following a trend—not creating one. The milk dealer wants to sell milk. If the public wants to buy it in a store, the store is going to stock it, and a man with milk for sale is not going to refuse the grocer.

By the same token, a Union naturally feels its function is to advance the standard of living of its members. It is true that in areas where the retail routeman is on a low base—high commission form of payment, retail loads in general are heavier than they are in markets where the base is high and the commission low. That is a natural thing—anybody responds to an incentive form of payment where his earnings go

up and down substantially in proportion to his effort, and a man who stands to lose dollars by losing a customer will of course try harder to hold her than one who loses only pennies.

But there are stores even in those territories, and their business is growing all the time, and the best evidence that the public is the real boss is the fact that in general, wholesale milk business is going up and retail business is declining practically everywhere. But that is not the fault of the milk dealer. All he wants to do is sell milk and stay in business. If he can operate profitably at retail, he will do so. And if the public demonstrates that it wants to buy milk through stores—that is where he is going to sell it.

True—he can sell it cheaper to the store. Anyone who understands costs at all knows that the cost of delivering a quart at wholesale is less than retail. A wholesale routeman is just naturally more productive. He delivers 10, 20, 50, or 100 quarts at a stop against one or two by the retail man. He can, for that reason, carry a bigger load, and deliver a far greater volume of milk in a day's work.

I have heard people say that the

retail man has no interest in his work and doesn't try. I don't believe that. I know a great many milkmen intimately and by and large they are fine citizens, ready and willing to deliver a day's work. The trouble is that in many areas, it is physically impossible to serve enough volume on a retail route to make it pay. We used to have routes in New York City that were concentrated in two or three city blocks. Today, our men cover much greater distances, because the retail customers are no longer lined up house to house. He skips five, six or ten addresses because the people who live there—perhaps young couples who both work—perhaps families who must in these days economize—perhaps just because they like store buying—don't want retail delivery any more.

I am told the trend is the same pretty much all over the country—at least in urban centers. As you know, Borden's has a business in Chicago. I am not closely familiar with that, but we swap experiences and our people there tell me the Chicago picture is very much like New York's, and other cities are generally tending in this direction.

Work Together

I do feel though, that there are many areas where there will always be a retail business, provided we can work together to render an efficient service at a reasonable cost. There will always be people who value the convenience of home delivery, and there will be for a long time yet sections that are remote from stores. Nutrition experts tell us that there are still plenty of people who don't use enough milk. Many families do not use in their daily diet even the minimum quantity of milk deemed essential to good health. More milk can be sold, and it is to our joint interest to see that it is sold—you to maintain your membership and we to earn a more satisfactory return on our investment.

But we can do it—particularly in

the retail field, only if we do a good job of merchandising and you do a good job of keeping your members productive. I speak here not only of the man on the route. I know the areas of jurisdiction vary in different markets. In New York practically all our men are Teamsters—including inside men in the plants, automotive mechanics, platform men, loaders, checkers, even office people. I am not sure whether the Teamsters cover all crafts in some of the other cities in the country, but what I am about to say applies to all employees of all milk companies. Our business is closely regulated and operates on very, very narrow income margins, if any, and can be successful in the long run only if everybody interests himself in performing efficiently and in cutting lost time and waste motion to a minimum. There is just no room in the business anymore, if there ever was, for delivering less than a productive day's work. Milk dealer after milk dealer across the land will tell you that milk distributor's income, always modest, is today unsatisfactory, and will endorse my statement that if the Teamsters are interested in perpetuating the milk business they must leave nothing undone that will increase the productive capacity of the individual employee, whatever his duties are.

Problems Cited

Don't think I am blaming all the troubles of the milk business on our Union friends. We have plenty that have nothing to do with you, and we have very little room to move in our attempts to correct them. I have already said that the dairy business is closely regulated. We sell a perishable food, a universal food, an essential item in the daily diet of virtually everyone, particularly of children and of invalids. Health authorities have a proper interest in enforcing high standards of sanitation upon us, and we cooperate willingly with them.

Our product originates on the farm. Farmers are protected by

government at various levels. Federal milk marketing orders which operate to fix the prices we must pay farmers for their milk cover a large part of the United States. A number of states have milk control boards or agencies which fix the price paid to the farmer, and in a number of cases, the resale price.

Still other states fix the price paid to farmers who are not under Federal marketing orders. Today, in a

defense economy, milk prices in the United States are controlled by the Office of Price Stabilization. In many cities, where there are uniform labor contracts, they operate, for all practical purposes, to regulate wage costs.

Public Opinion

There is another form of regulation we in the milk business are peculiarly subject to, and that is regulation by public opinion. Let me illustrate. In the last year or two, there is almost no single item that any of us as members of the public buy or use that has not advanced in price. Food, clothing, household goods, automobiles, amusements, tools, services like telephone, electricity and gas, transportation, tires, gasoline—the list is endless. All of us are aware that the cost of living has been advancing steadily. When a price increase comes along, whether it be on meat, houses, shoes or postal cards, we grumble, shake our heads, and pay the bill. So does everybody else. But raise the price of milk $\frac{1}{2}$ cent per quart in order to meet increased producer prices, labor or material costs, and we make the front page, and are subjected to attack on every hand by some newspapers, magazines, public officials, politicians, consumer groups. The consumer does not of course like price increases anywhere, but he takes them in stride, and feels perhaps in many cases that they are justified. But milk prices always seem to be in a class by themselves; they are everybody's football, and any politician can always make the headlines by threatening an investigation of milk prices. There have been many, and there will be more. All those with which I have been familiar always wind up the same way—the investigators find that getting the milk from the farm to the consumer is a complex business, sanitary requirements are strict, the product is bulky and handling costs mount up, the employees are well paid, and the milk dealers make a fraction of a

BORDEN'S FARM COMPANY
Division of the Borden Company

110 Hudson Street
New York 13, N. Y.

J. A. PICKETT,
Vice President.

July 8, 1952.

Mr. FRANK TOBIN,
International Brotherhood of
Teamsters,
438 Bowen Building,
Washington, D. C.

DEAR FRANK:

Enclosed find two copies of the talk I gave at the Mid-States-East Coast Dairy Conference held in Toronto on June 27th. No doubt Gene Hubbard has given you a copy of my speech.

Frank, I want to say that in all my years of experience going around I have never been treated with more courtesy or more consideration than that afforded me during my stay in Toronto.

After my talk at least 20 of the union representatives asked for copies. I explained to them that I thought it would appear later in the Teamsters' Journal.

I do believe, Frank, that meetings of this kind, where management and labor can sit around a table and discuss frankly their mutual problems, are a definite step forward and will result in better relations between both parties.

With kindest personal regards, I am,

Sincerely,
s/ JOE.
J. A. PICKETT.

cent per quart if they are lucky and everything is going well, and lose money if not. But every so often somebody starts a new crusade and we go through it all again.

I call that regulation by public opinion. With so many interests and groups constantly alert and watching, the milk business is extremely sensitive to public opinion, and we are in consequence perhaps more careful than other businesses when we figure our margins and set our prices. (I refer of course to a normal economy—today prices are set for us.)

"We Need Help"

Gentlemen—we need help. There is no use in blaming the milk dealer for the growth of wholesale business and its effect on retail union jobs. The public wants to buy milk in stores, and if we don't give them what they want somebody else will. Years ago you bought meat in a butcher shop. Today, innumerable stores across the country sell pre-packaged meat, attractively wrapped, marked with the weight and the price. The laundry business is having its troubles, and I guess that comes close to home with you. Thousands of homes where the laundry drivers used to stop now have automatic washers, or patronize laundromats where batteries of 10 to 30 machines handle the family laundry. Except in certain areas, your bakery drivers are having a tough time. The public taste seems to prefer buying bread, cake and pastry in a store, where the product is tastefully and attractively displayed. True, in certain neighborhoods I know about (and there may be many others) the bakery salesman is fighting hard for his retail business. I understand many bakery wage scales involve a high commission rate, and I have already touched on that. And I see those men carry their carrier to the door, and many a cake and pie has been consumed in my house because Mrs. Pickett just could not resist the combined appeal of an in-

dustrious man and a good product attractively displayed.

I may be old fashioned, but I think that our retail men could improve their performance if they followed that practice too. I understand they do in some markets—in New York our boys just hate to carry that carrier. Don't misunderstand me—I don't say that would answer all our problems, but it would help sell more milk and by-products, Butter, Eggs, Buttermilk, Cottage Cheese and Chocolate Milk and in the long run would keep more men employed.

Class C Dealers

I'll tell you this—there is still a lot of retail milk sold in the New York Metropolitan area—a lot of it by non-union men. Peddlers, bobbies, tailors,—call them whatever you like. In New York they are called "Class C milk dealers." Somehow, those on-route dealers, working for themselves, find it possible to give good service, to build and maintain a compact, easily served route, to collect their money, and to make a good living. They undersell us by two and three cents. How? Well, they are working for themselves, and any man running his own business doesn't pay much attention to his hours. In many instances probably works six days—maybe even seven, although most of them have somebody—perhaps a son or a relative relieve them one day a week. They take care of their equipment. They watch their credit. They worry about lost customers, and they are not at all backward about asking people to buy extra products. Their costs are less, and they can charge a lower price. Such items as vacation relief costs, day of rest costs, automotive maintenance, accident prevention, workmen's compensation, payroll taxes, and many others, aren't in their budget.

I hope in my many years in the milk business I have learned to know what is practical, and I don't want you to think I am so visionary as to believe that any employee of a com-

pany is going to work the way he would if he owned his own business. But you must be practical too, and face the fact that that is the kind of competition we are up against, and we can only meet it if we come somewhere near meeting those service standards, and those costs. We can't reduce prices without getting costs down, and we can't reduce costs unless every employee in our business, with your encouragement and support, gives us his best and most conscientious effort, whatever his job may be.

I have known a lot of milk men in my time, and I have found them to be a pretty approachable and understanding group. If a member of management can make them understand the relatively simple economics of the milk business, I am sure that they will listen all the more attentively to an official of their union. I assure you that I have a full appreciation of the position of Union officers and business agents. You are elected to office every two or three years, and your job is not an easy one. It is difficult to satisfy the whims and wishes of all the members whom you represent, and I know there is always a small minority that no one can ever satisfy.

Win Confidence

On the other hand, I have found that a strong union leader who respects the intelligence of his members and can stand up before them and tell them the problems that face the industry and show them the stake they have in it, can win in turn their respect and confidence. Everyone respects the truth when he hears it. I have known labor leaders, (only a few I am happy to say) who, when confronted with a distasteful issue, say "we run a democratic organization and must turn this problem over to the rank and file for discussion." That's fine, but all discussion must be intelligently guided and certainly the great bulk of Union members accept the advice and counsel of strong leadership.

I say to you that if the milk business is to prosper and continue to furnish employment to your membership, it needs the help of men like you on several levels. One, to acquaint your members frankly with the plain economic facts. That if the industry is to stay in business, we must please the public. That milk delivery prices are rising constantly, and that price is based on cost. That costs can be controlled if every employee recognizes his responsibilities, and performs honestly, faithfully and effectively.

Influence Opinion

Second, you men are a powerful influence on public opinion. You have organizations, you have access to the press, to public figures, to governmental officials at every level. I am sure you speak a good word for the milk business whenever you can. Perhaps you can find opportunity to do it still more often.

Third, join us if you will in serious and constructive study of our joint problems. There are many elements of our business that can stand re-examination, particularly when contract re-negotiation time rolls around. There are many contract provisions that are outmoded or touch upon things that mean relatively little to the employee, but are elements of cost for the employer. I have seen real statesmanship and restraint displayed by Union officials around the bargaining table, and I hope to see it more often. And of course, I have seen bargaining sessions degenerate into power politics of the most ruthless kind, and let me hasten to say I have seen employers guilty of that conduct too.

If you can find it in your hearts when you negotiate with us to recognize the fact that our greatest concern is cost, you will have taken a long step in our direction.

Fourth, and finally, don't underestimate your membership. It may seem presumptuous of me to try to tell a Union official how to deal with

his members. But I have been around a long time and I have dealt with a good many people. And I find a growing, and to me a disturbing, trend in the direction of handling people as impersonal groups. I hasten to add that the management of business generally must take its full share of the blame for this practice. Perhaps the growth of American business is responsible. Many businesses have grown so large and employ so many thousands of people, that the value of ordinary, everyday face to face contacts has been lost track of. Men sit in offices, and through subordinates, or by telephone, direct the activities of

or pairs of hands, or cogs in the machine.

I have the old-fashoined conviction that a man likes to be respected as a person, that he wants to be called by name, that he would rather be asked than told, and that he wants to feel that his effort and his contribution are important. We all like to feel needed, and we all have different personalities and dispositions. Speaking as an employer, I believe that we have too much invested in our employees to treat them as so many robots. Our men are too important to us to be handled carelessly and impersonally. We ask them to represent us to the public



"... milk delivery prices are rising constantly, and that price is based on costs."

thousands. I suppose in many industries modern business demands that, but somewhere down the line there ought to be somebody who considers the employees as an individual, who knows what his name is, and who regards him as something more than a number on a time card.

I am told, particularly in factory work, the mechanization of industry suppresses individual initiative and destroys the sense of personal participation in whatever the enterprise may be. If that is so, we are all over-looking a bet. I assure you that we in Borden's do not look upon our men as so many numbers,

—to assume responsibility—to make decisions. I feel we can enlist their interest and support and understanding only if we show them the respect and consideration that anyone owes to a fellow human being.

Well, that's my story, gentlemen. If it sounds pessimistic or defeatist, I don't intend it to be so. I have seen a lot of ups and down in the milk business in my time, and I see a number of friendly faces here who have been through those experiences too. I have simply tried to explain to you some of the things that are worrying us in our industry, as they would worry any prudent business

(Continued on page 32)

Frozen Food Trucking

(Continued from page 12)

by rail. For example, Richmond, Va., Louisville, Ky., and Columbus, Ohio, have good rail connections but receive most of their frozen foods by truck.

One reason for truck popularity is that tie-in wholesale houses and chain retail stores often store supplies in a headquarter city and then ship inventories by truck branch warehouses.

Trucks Are Answer

Another reason why teamster-driven trucks are getting the edge is that many cities have a limited amount of long-term storage space. When a wholesaler can't find storage space in his own city he has to route the shipments to a nearby city, and periodically ship in supplies to his own stores. Trucks are the answer. Trucks have been a boon to many a city lacking extensive warehouses or rail lines.

Frozen food producers and wholesalers find that trucks had many advantages:

They are speedier on most hauls. A national survey found that many packers and distributors were using trucks because they could quickly handle overnight hauls between cities where shipments by rail would take several days. In addition, a refrigerator car takes almost a full day of pre-cooling before it can be loaded. When from one to eight hours is enough for an insulated truck, until the air inside the trailer reaches zero Fahrenheit.

Reduce Handling

Trucks reduce extra handling where rail connections aren't handy. A reefer can pull up to any loading platform and take off direct from there to the consignee. There's no excess handling which will reduce the chances of product spoilage.

Trucks can usually maintain more desirable temperatures. Frozen foods are best shipped at about zero Fahrenheit, although they can under-

go temperatures around 20 degrees without difficulty. It has been found that refrigerated trucks usually maintain lower temperatures than rail cars.

Trucks are more economical on short hauls. For short distances the cost to the shipper is almost always less.

Trailer trucks are better able to handle less-than-carload shipments. With bulkheads set up to fit any size shipment, a trucker can haul both frozen and dry products on one load.

Ordinarily, standard 30-foot trailer units will haul more than half as much as a standard refrigerated rail car, or about 22,000 pounds. Actual weight depends, of course, on load limit laws.

Amazing Growth

But in spite of load limit laws, and because trucking has so many advantages, truck transporting of frozen foods has experienced an amazing growth in the last few years, and it will continue to do so—with teamsters at the wheel.

LOS ANGELES Scene of the Sixteenth International Convention



Santa Monica Beach is one of the several shore resorts near Los Angeles. Others include Venice, Redondo Beach, Santa Catalina Island and Long Beach. Our sixteenth convention city is set picturesquely between the mountains and the sea, and it offers numerous points of recreational and historic interest. Los Angeles was chartered as a city just 102 years ago.

82nd Was 'Do-Less' Congress

ORGANIZED labor did little shouting when the 82nd Congress adjourned sine die after more than six months of slow-motion action in 1952. The achievements of Congress were notable more for investigations than for legislation. Less legislation was enacted by the 82nd Congress than by the 80th Congress, which had been dubbed a "do-nothing" Congress by President Harry S. Truman in his famous whistle-stop campaign of 1948.

The 81st Congress enacted 921 public laws and 1,103 private laws. The 82nd, as of the time this article was written, had enacted approximately 450 laws (measures which had been signed by the President) and 775 private laws.

Gamble with Inflation

Of major importance to labor and the general public were the changes made in the Defense Production Act which contains the elements of the stabilization program: wage and price controls. When the President signed the amended measure he complained that Congress had "opened a dangerous gap in the mobilization program" and that it was taking "a serious gamble with inflation."

Shortly after the bill was signed, economic reports indicated that the cost of living was reaching a new high. The mark of January, 1950, was only one-tenth of a point higher than the May cost-of-living index before the bill was enacted. After Congress adjourned, economic statistical services from Government and private sources indicated that the all-time high had been reached.

The two Houses of Congress came to a compromise on the Defense Production Act revisions after the House had taken action which would have virtually ended the stabilization program.

As the act finally added up, wages

It Enacted Less Legislation Than the 80th 'Do-Nothing' Session; It Retained Wage Controls, But Gave Green Light to Prices

are still under control but the gap in price control is so wide that price control has been pretty effectively killed. Thus the Tories have their way—keep wage controls but let prices go up with little or no real control.

Results of Act

Here are some of the results of the revised act:

—rent controls are ended September 30, 1952, except in defense-critical areas or in areas which affirmatively vote for continuance of controls;

—price controls are continued until April 30, 1953, with new profit guarantees to retailers. Fresh and processed fruits and vegetables are excepted from controls, and these comprise 11 per cent of the average household food budget, say nutrition experts;

—the status of the Wage Stabilization Board is substantially altered. The Board members are now subject to confirmation by the Senate. The so-called disputes authority of the Wage Stabilization Board is ended;

—the bill also called upon the President to use the Taft-Hartley Act in the current steel case;

—credit controls are eased considerably under the new act;

—permits business concerns to go to court to get rulings which would in effect kill minimum standards set under the Walsh-Healy Act;

—forbids testimony in behalf of the public by the Office of Price Stabilization before the Interstate Commerce Commission when common carriers apply for rate increases.

These are the principal items in the complex bill passed as a compromise measure on the part of the House and Senate. What affect the amended bill will have on the stabilization program remains to be seen. The bill as finally passed yields no glowing praise from Congress. The bill was called "neither fish nor fowl" and one which "controls neither prices or wages" by a Senator who has been an opponent of the wage-price program.

Work of the WSB would be seriously crippled, it was predicted by Benjamin Aaron, Board vice chairman.

Appropriations Cut

Since this is an election year, Congress used the pruning shears liberally on many agencies of the Government and lopped some \$10 billion from the total funds requested by the President. About half the total reduction came from the overall defense funds. Here are some of the cuts in the field of labor and welfare:

—the Department of Labor was cut \$17 million;

—Federal Security Agency was reduced by \$180 million;

—the National Labor Relations Board was curtailed by \$1 million.

—the national defense stabilization agencies suffered a substantial loss in the budget, but new allocations are being made and it was not settled by mid-July how seriously impaired the Wage Stabilization Board might be as the result of the cuts.

One of the most controversial bills passed during the session was

(Continued on page 30)

Five Years of Taft-Hartley

FIVE YEARS ago this month the Taft-Hartley law went into effect. Following congressional action in overriding the President's veto of the bill, the measure became law effective August 22, 1947. The record on the law is by no means complete, but five years' experience with it by organized labor affords enough evidence to strike a trial balance and see how this law has worked out. What does labor think of the law today? Is labor as opposed to the law today as it was five years ago? Does labor still want the law repealed?

Tide of Reaction

When the Taft-Hartley law was passed, it was enacted at a time when a heavy tide of reaction was running against organized labor in Congress. It will be recalled that the Congress which passed Taft-Hartley was the famous—or infamous—80th Congress. This is the Congress which came into office in the 1946 election just when the public was clamoring for decontrols, demobilization, and was railing against organized labor. Unsuccessful attempts had been made to clamp down on labor in the Case bill and others. With a new set of friends of the reactionaries in Congress, swept in by the 1946 reaction, the labor's foes were able to put over the Taft-Hartley Act.

Some activities of certain unions had been exploited and exaggerated out of all proportion to the facts and an intense anti-union propaganda campaign contributed to creating a climate of public opinion which made Taft-Hartley possible.

Labor, all shades of opinion, had recognized in the struggle against the bill the potentialities in the measure for impairing the effectiveness of trade unions. Labor realized that behind the respectable front of "labor-management relations im-

Real Test of Act's Effects Has Not Been Made Because of High Employment, But Labor Has Seen Enough to Justify All Its Fears

provement" were the powers who wanted more than anything else to break the unions. The Taft-Hartley law was conceived as a union-busting device and was part of the anti-union strategy of the reactionaries. It remains such a device today, after five years of operation and few amendments.

Labor feared and called the act a "slave labor act." This strong language was ridiculed by the reactionaries and who sought to quell the fears of the rank and file of trade unionists. The law was sold to Congress and the American public as a device which would "balance" the power between labor and management. The advocates of Taft-Hartley were incensed with the Wagner Act and said that law penalized management and was all on the side of the workers. In order to balance the effectiveness of labor and employers, the public was told, the Wagner Act must be radically altered.

Labor generally, and the American Federation of Labor in particular, began a campaign to get Taft-Hartley repealed almost as soon as it was on the books. The repeal campaign played an important role in the 1948 election campaign and President Truman, in his famous whistle-stop trips, made the most of discontent with the act.

Law Still Stands

The law has been amended in a few minor ways—union shop election and building trades matters—but basically the law still stands as much of a millstone around the necks of the trade unionists as ever. Moreover, the law has not been fully

tested. All of the provisions have not been given their final interpretation. So many potentialities exist for harm by the act that the law has been called a "legislative time bomb."

During the past five years the economic production of the country has been so high that the law has not met many of the tests it is bound to undergo in a period of declining employment. As long as employment is high and work is plentiful, labor is in a "seller's market." But when jobs are few and times begin getting hard, labor believes that it will feel the real lash of Taft-Hartley.

Drastic Changes

Certain basic changes have taken place in labor relationships under the Taft-Hartley Act and many of these have been drastic changes—for the worse—from generations of accepted trade union custom, practice and prerogatives.

Organized labor had thought it had won the battle against the use of the injunction against trade unions. The Taft-Hartley Act brings the injunction back as a weapon against labor. Under the act the General Counsel of the National Labor Relations Board is compelled to seek an injunction against a labor union in a so-called secondary boycott case. This is obligatory; the General Counsel has no option. The Board is thus lodged almost immediately on the side of the employers against the workers.

An injunction can be obtained and enforced, often for months, thereby cancelling the economic power of the union. Litigation in

labor cases often takes a long time. By the time a case is heard on the merits, the reasons for getting the injunction may have been served and labor thereby penalized for months, even if it wins its case.

The secondary boycott provisions of the act have gone up to the United States Supreme Court and in a series of cases, previously discussed in **THE INTERNATIONAL TEAMSTER**. Outlawing the secondary boycott has resulted in a procedure whereby one of labor's most effective weapons has been forbidden. One of the most famous cases in this general group was one involving the Denver Building and Construction Trades Council. The Supreme Court upheld the view that unions which called strikes on construction jobs because other contractors on the same job were employing non-union were engaged in unlawful secondary boycotts. Labor early in its history discovered the usefulness and effectiveness of the secondary boycott. Prohibition against the use of this economic weapon is now reinforced by penalties under the Taft-Hartley Act.

Related to the secondary boycott provision are the rules against the right to picket. Picketing has been considered a traditional exercise of the right of free speech, but today under Taft-Hartley and the decisions of NLRB and the courts, picketing is no longer a simple expression of labor's attitude in a works situation. Picketing has become endowed with all sorts of limitations under Taft-Hartley.

Blow to Picketing

A few weeks ago a U. S. Court of Appeals reversed the NLRB in a picketing case and struck a major blow at the right to picket. The court held that observance of a picket line around Plant A by an employee of Plant B is not protected. It held that an employee is not free to exercise the right to refuse to cross a picket line to perform part of his duties which would normally require him to cross the line. In other words, the court held that an

employer has a right to discharge a worker who insists on honoring a picket line while performing his duty to his employer. If this ruling is finally upheld, it may have far-reaching consequences in the transportation field, for the essence of transportation is delivery of goods and freight to designated consignees.

The ruling, if it prevails, would remove the protection of the NLRB from employees who refuse to cross picket lines in pursuit of their duties and as a consequence are discharged. Employers would be able to discharge workers for refusing to cross picket lines and would encounter no penalties in having to reinstate the worker or give him back pay. The New York case is the first in its particular type and may be observed closely as to its eventual prevalence in the labor-management field.

Agency Proviso

Another change in labor relations brought about by Taft-Hartley involves the so-called agency proviso, which makes a union responsible for the acts of members of affiliated local unions even though the international union may never have authorized or directed the alleged illegal activities. The Taft-Hartley Act provides that actual authorization or ratification need not be shown. This doctrine has been called one of "vicarious liability." The cases have arisen in which an international representative was present and failed to protest an activity which was later found to be illegal.

Such a doctrine places every international union at its peril in carrying on its business lest some hot-headed local officer commit acts which are illegal and for which the international is liable.

This and other provisions of the act are directly concerned with another important consequence—damage suits. Damage suits under Taft-Hartley have varied, and while they may not have attracted attention, there have been recoveries against labor unions. One major

suit which went to the United States Supreme Court resulted in affirming lower courts in a case against the union amounting to three-quarters of a million dollars. A case like this may attract some attention, but many others which are of smaller amount may be overlooked. Nevertheless, the threat of lawsuits hangs over the head of every international and local union official in America.

Legal Tangles

One of the results of Taft-Hartley has been a substantial increase in litigation, actual and potential. The law has been a lawyer's bonanza. So drastic can be the penalties under Taft-Hartley that unions take no chances. Even fears "planted" in labor leaders and employers may result in legal business for some in the effort to avoid damages.

Unions today are compelled to pay out substantial sums in legal expenses which were never necessary before Taft-Hartley. It should be said that labor lawyers have made a creditable record in fighting cases under the act, but the fact remains that large sums of money are being spent by labor unions for legal services.

The Taft-Hartley Act has seriously impaired a labor union's power to discipline its members. When a union has a union-shop contract, the union cannot get a man discharged for any cause other than non-payment of dues or initiation fees. In other words, a union has no power to protect itself from troublemakers, Communists, spies or others who may comply with the minimums of Taft-Hartley. Discharge for causes other than the two specified is an unfair labor act and can subject the union or the employer, or both, to penalties.

Moreover, such persons who may elect to pay dues and initiation fees cannot be called upon to pay assessments or fines which may be levied by the union for failure to attend union meetings or for conduct which the union may regard as reprehensible.

These are some of the specific effects on union people with reference to the Taft-Hartley Act, its enforcement. What are some other effects outside the shop or plant?

One of the major results has been to force labor to take a more active part in political affairs. Many in the labor movement look with concern on the trend which is forcing labor more and more into politics. Economic strength has been the traditional weapon of labor. Since much of this is being denied labor, trade unions are taking an increasingly active role in public affairs. Whether labor likes it or not, the fact remains that Taft-Hartley is forcing the working people into political activity and those who believe that there is redress without some attention to the type of men elected to public office must be living in a dream world of unreality.

Labor has not had the success it thinks it deserved in public affairs. In 1948 labor's action probably resulted in the defeat of eight Senators and 63 Representatives. But how about 1952? What will happen this year? How active will labor be?

A little-discussed factor in the labor picture is either overlooked or ignored by most observers of labor-management relations under Taft-Hartley—the growth of unions. The anti-labor lobby points out that labor unions are growing and prospering. Labor unions have increased since 1947, but the increase has not been nearly as great as it should be. The labor force has grown by some three million workers since 1947. But has the labor movement added that many more to its ranks? While Taft-Hartley may not account for all the slowdown in membership, it is undoubtedly an important factor.

What about the future of Taft-Hartley? There have been minor revisions, but what about major reforms? Taft-Hartley may play a role in the fall elections, particularly for congressional and senatorial seats. Many candidates have records on the law; labor knows where they stand. Labor also knows what to do about them. The recent session of Congress was a demonstration of union-busting efforts. These efforts manifested themselves in numerous pieces of legislation. The

big aim of the reactionaries is not less regulation, not less Taft-Hartley but more. Unless labor can combine with liberals in electing a friendly Congress, trade unions will have more, not less, restrictions next year, and the sixth anniversary of this odious law will be more doleful than the fifth.

'Do-Less' Congress

(Continued from page 27)

an omnibus immigration measure. This bill, sponsored by Senator Pat McCarran (Dem., Nev.), was praised as a step toward bringing together scattered laws and regulations and tightening up on immigration. It was passed over a Truman veto.

A Federal mine safety bill was passed. When the bill finally emerged it was a Federal-state integrated measure which provides for authorization by a Federal inspector to close a coal mine if there is imminent danger of a mine disaster. Any kind of Federal inspection bill was opposed by the mining associations and coal operators.

The farmers fared well, comparatively speaking, when Congress provided that crops must be supported by 90 per cent of parity and extended for two years authority to make soil conservation payments.

Another controversial measure that got by in this session was a small boost in the old-age and survivors' benefits under the Social Security program. The House had knuckled under to the lobbyists against the small increase at one stage, but finally when the matter came before the House under a different rule the hike was passed.

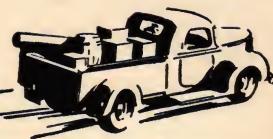
The net result of bills passed was not a large one. Some statistically minded observer pointed out that through September, 1951, there were more investigations held than laws passed. Congress investigated everything from baseball to the firing of General MacArthur and the investigations are still continuing.

LOS ANGELES Scene of the Sixteenth International Convention



A view of Los Angeles' Civic Center, with City Hall in center background. A right center is the Federal Building and, at extreme right, is the Hall of Justice. Also a landmark is Los Angeles Coliseum, which seats 100,000.

SHORT HAULS



Teamsters Add Ex-CIO Local Group to Union

The International Brotherhood of Teamsters added substantially to its membership recently in the St. Louis area when Local 6 of the CIO Brewery Workers became Local 6 of the Teamsters by vote of the membership of the local. The new local has more than 2,000 members.

The new Teamsters local members came over after they had felt they were in a switch as the result of the CIO attempting to use them in a fight in the East in another organizing situation. The St. Louis workers held a meeting and listened to their secretary and a CIO international officer. They voted for affiliation with the Teamsters and withdrew from the CIO International Union of United Brewery, Flour, Cereal, Soft Drink and Distillery Workers of America.

Dave Beck, Executive Vice President, spoke to the union members and promised autonomy to the organization. Other speakers included Einar Mohn and Harold Therion, international representatives, and William Fringer, president of the Teamsters' Joint Council; William Ahern, director, and Ray Schoessling, secretary-treasurer of the National Conference of Brewery and Soft Drink Workers of the Teamsters' Union.

U. S. Crossing Casualties of '50 and '51 Parallel—I.C.C.

A close parallel in deaths and injuries from rail crossing accidents for the years 1950 and 1951 was recently reported by the Interstate Commerce Commission in releasing figures for 1951 recently.

Two more persons were killed in 1951 than in 1950, when 1,578 met their deaths in grade crossing accidents. A decrease of 33 in in-

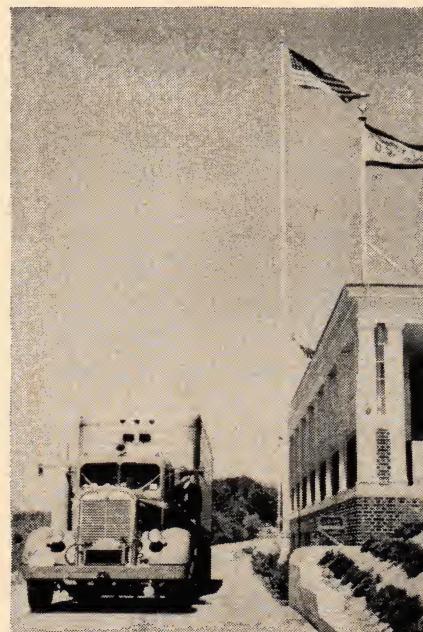
juries, however, for last year was reported.

In last year's accident figures, the I.C.C. reported that automobiles were involved in 2,762 accidents, which were about 70 per cent of the total. Trucks which struck or were struck by trains comprised 22 per cent of the number. Busses and motorcycles accounted for the remainder.

In commenting on the figures, the I.C.C. said, "Compared with the averages for the six immediately preceding years, accidents and injuries were up about 2 per cent and deaths were down about 8 per cent in 1951."

Gas Turbine Truck Makes Distance Test

Teamsters may recall an account in **THE INTERNATIONAL TEAMSTER** several months ago on the gas turbine-powered truck which was the subject of experimental tests by the Boeing Airplane Company and the Kenworth Truck Company in the Pacific Northwest.



Gas-turbine truck passes customs on border-to-border trip.

This revolutionary new turbine engine, a 200-pound 175-horsepower affair, has been under constant survey on highways for many months and recently completed a run from Canada to Mexico. The trip from Blaine, Wash., to Tia Juana, Mexico, a distance of 1,445 miles, was made in less than 60 hours.

The trip, say Boeing engineers, was uneventful. Marked advantages in weight reduction would result through use of this type power unit if it proves successful and is generally adopted by fleet owners, since the turbine occupies only 13 per cent of the space required by the comparable diesel - equipped unit. The turbine unit is 40 inches long, 23 inches wide, and 22 inches high.

Small Business Firms Contract Cut Declines

Small business is getting the short end of the stick in Government contracts, a Senate committee thinks, according to a report issued last month.

The Small Business Committee investigators found that two years ago smaller firms got 24.4 per cent of the military dollar and last year the percentage had declined to 20.9 per cent. For the first nine months of the present fiscal year the figure had fallen to 18.4 per cent.

The committee said that lack of coordination was most strikingly demonstrated in a failure of the Army and Navy to work jointly with the Small Defense Plants Administration for earmarking contracts. The omission was termed "inexcusable" and amounted "to flouting a Congressional intent." Wider use of pooled efforts by small firms, alertness of the services to allow small contractors time enough for bidding were recommendations made by the committee.

Milk Industry Problems

(Continued from page 25)

man. I feel that in a very real sense, you are business men too. You want your organizations to grow and to prosper, and we want our businesses to do the same.

In the final analysis, the public bosses us all. Consumer habits are changing. We cannot fight these trends, and we cannot resist progress.

If people want to buy their milk in stores, we must get it there for them. If more milk is sold that way, so much the better for us all. Store distribution of food is efficient and economical, and we cannot hinder the housewife who in the final analysis, supports us all, in her never-ending search for cheaper and better ways to feed her family.

For those who want retail delivery, let's give them the most reliable,

courteous and efficient service that it's possible to give. Let's hold the costs of that service down to the lowest possible point, so that it may continue to furnish employment to your members and a reasonable return on the millions of dollars of capital investment that milk dealers have in retail facilities.

Let's defend this business against attack wherever and whenever we can. It is the sixth largest industry in the country. One family in fifteen depends in whole or in part on the dairy business for its livelihood. It furnishes many thousands of people employment, and it supplies America with an indispensable, vital food at relatively low prices—much lower than people realize. Ask our critics to compare the rise in the price of milk over the past two, five or ten years with any other food!

And finally, let's approach our mutual problems in the same spirit that I find around me here today.

There is almost no problem that men of good will, recognizing their common interests, and fortified with experience and judgment, and awareness of one another's problems, cannot solve.

Six Months Construction Outlay Nears \$15 Billion

New construction outlays during the first half of 1952 reached a record total of nearly \$15 billion, according to a joint report of the Building Materials Division, U. S. Department of Commerce, and the U. S. Labor Department's Bureau of Labor Statistics.

Moderate expansion of most types of construction activity took place during June, with new construction totalling almost \$3 billion, up 7 per cent over May and 6 per cent above June, 1951. Private outlays of \$1.9 billion in June were about the same as a year ago, while public construction expenditures of nearly \$1.1 billion were 23 per cent larger than in June, 1951.

The first six-months' total of new construction outlays showed a 4 per cent increase over last year resulting from substantially larger expenditures for military facilities, industrial expansion, and public utility construction. Military projects and defense plant construction were continuing to expand in June, but a declining trend in private outlays for new factories marked the completion of some important phases of the current industrial expansion program.

Private spending for residential building during the first half of 1952 was 8 per cent less than a year ago. Practically all of the lower volume was in the first quarter of the year. In the opening months of 1952, the level of work on new housing under construction was considerably lower than that in the January-March, 1951, period when the unusually high rate reflected the huge number of houses and apartments started toward the end of 1950.

On the Cover

Ice Is Still a Big Industry

In America's tireless march of industrial progress, the ice delivery wagon—once a familiar sight on every city and village street—slowly is moving from the national scene.

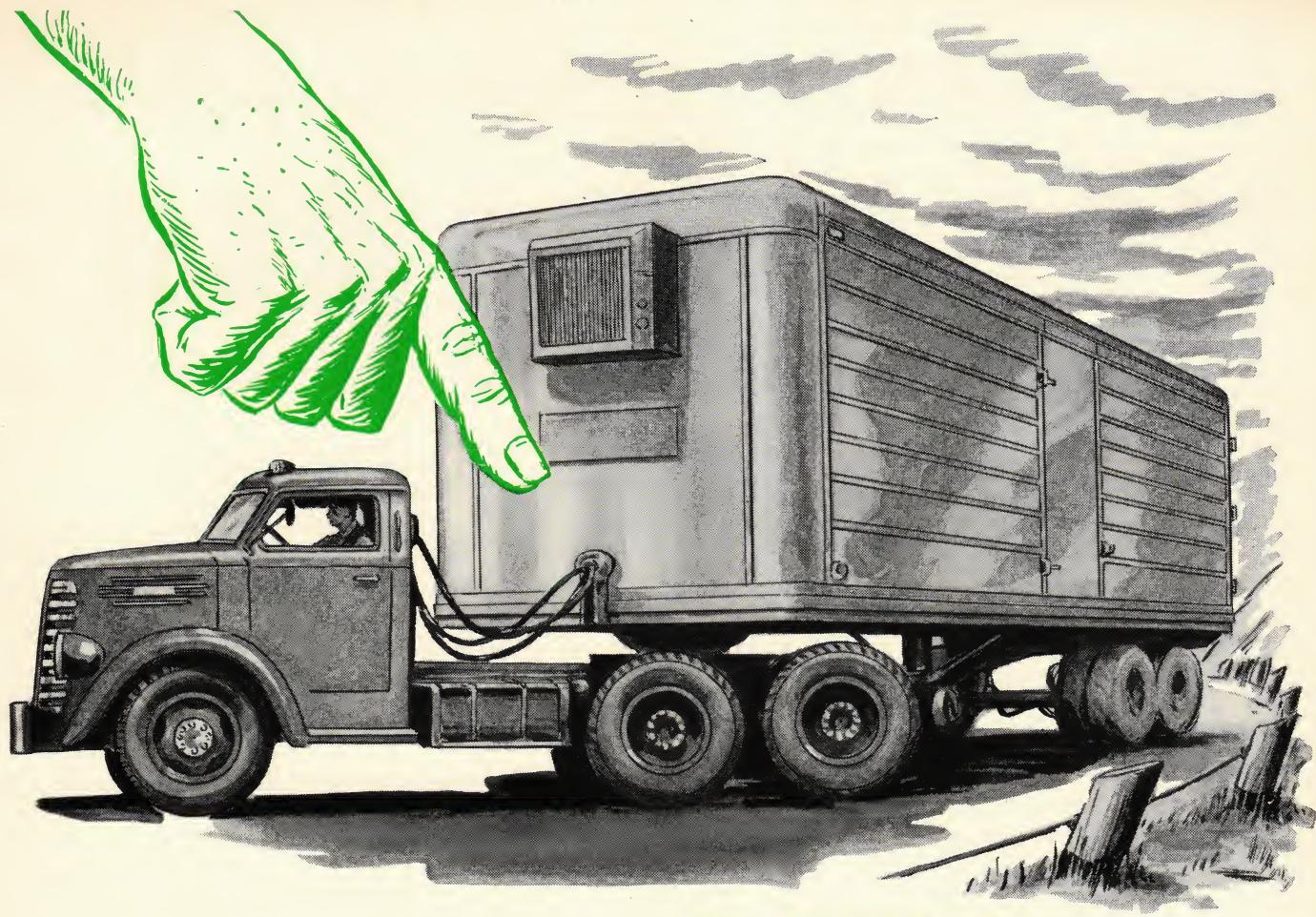
But ice manufacture still is a big, multi-million-dollar business, and ice delivery continues to provide employment for thousands of Union Teamsters.

In 1950, last year for which figures are available, the total value of manufactured ice products in the nation was more than 181 million dollars.

True, the "order cards," with their different figures to denote how many pounds of ice the housewife required, have disappeared from the windows of most homes. A vast majority of American workers, benefitting directly and indirectly from the efforts of organized labor, have increased their earning power to a point where they can afford mechanical refrigerators for their homes.

But, meanwhile, restaurants, hotels, soda fountains and many other businesses have boosted their ice consumption.

Today these businesses and industries are served ice daily by Union Teamsters, who take great pride in being part of a great industry which has become dedicated by tradition to the health and comfort of the nation.



Semis need ***EXTRA*** care!

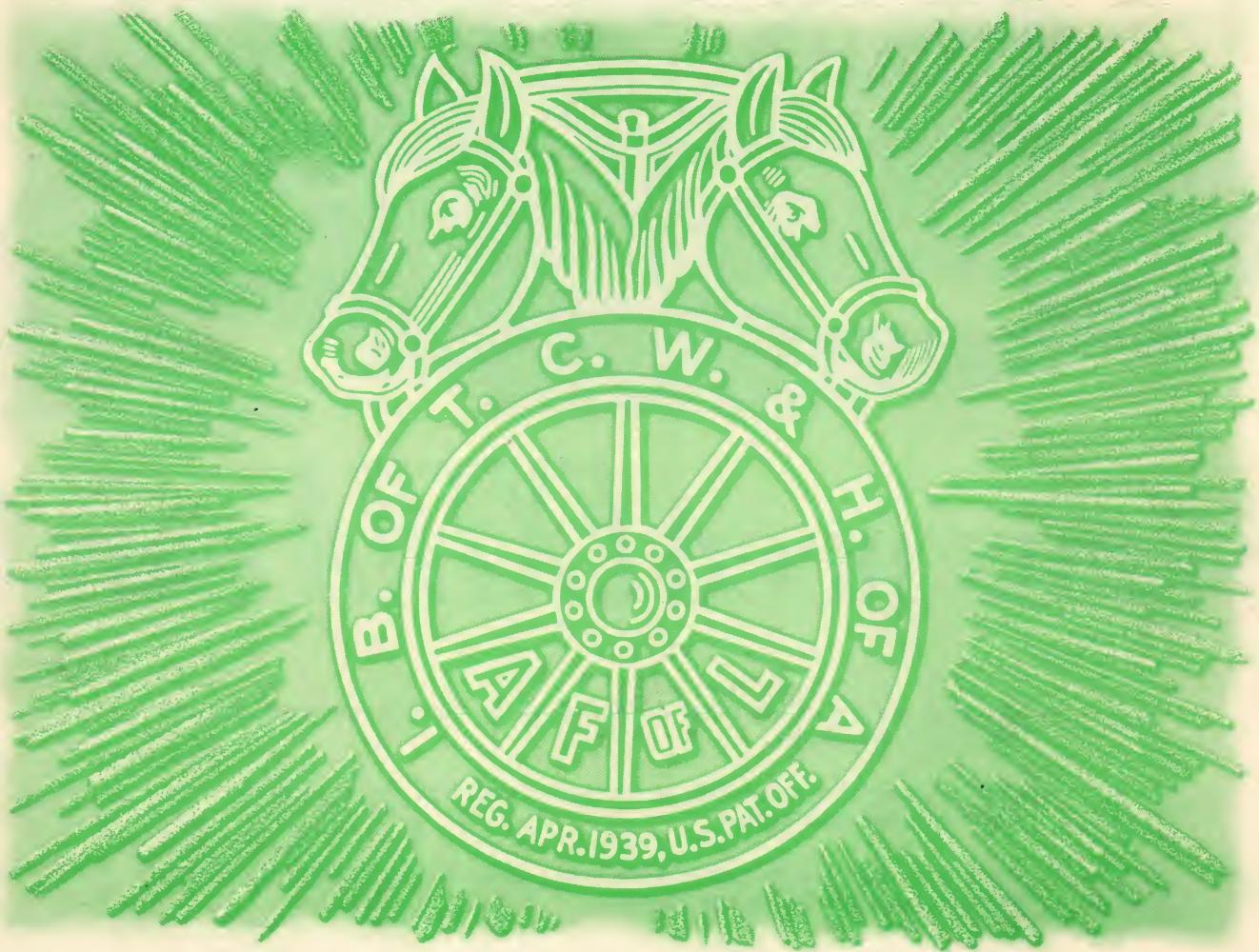
Teamsters are the world's safest drivers. Don't be the exception by failing to live up to this reputation.

1. Check your rig's brakes carefully at the start of each trip. Your failure to do so may mean someone's death.
2. Don't trust your life to maintenance men. Make it your business to check hydraulic hoses for chafing and wear.
3. Exercise extreme care on wet, icy or otherwise slick roads. Test the traction often. Go slow on inside curves.
4. Beware of rear-end wander on rough highways if you're tipping along empty. Check your tires for over-inflation.
5. Make certain your stop lights and signal lights are in proper working order and never fail to use them properly.

Remember-

**You're IN FRONT. Keep
the Load BEHIND!**

When Buying... use your full HORSE POWER



140

Patronize Your



Fellow Teamsters